

JULY 14, 1883

THE GRAPHIC

ILLUSTRATED WEEKLY NEWSPAPER

No. 711.—VOL. XXVIII.

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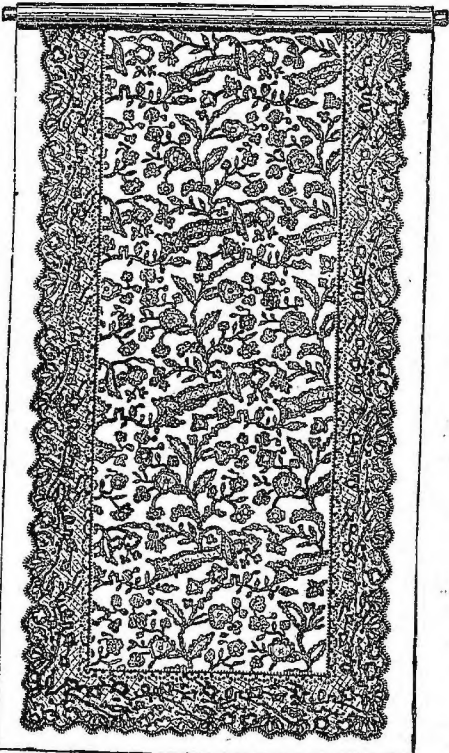
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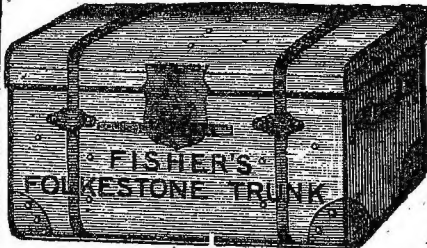
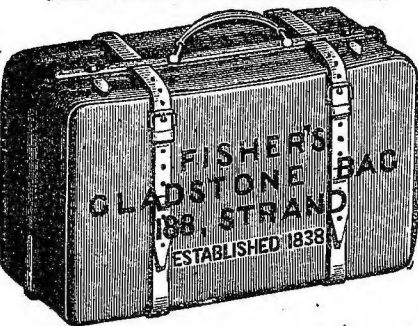
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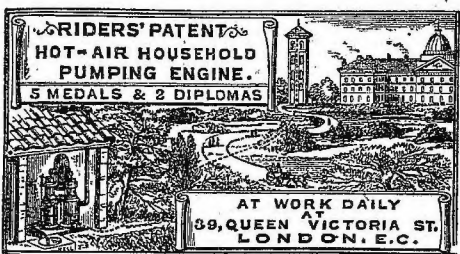


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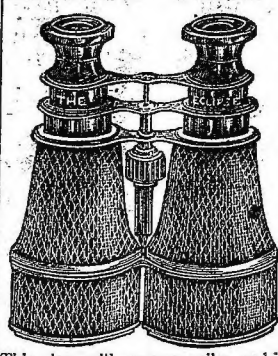
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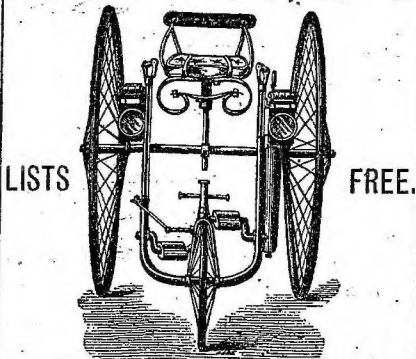
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THE INTERNATIONAL SCRATCH RACE,
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For lighting all places where Coal-Gas is unobtainable.

SIZES, 8 TO 500 LIGHTS.
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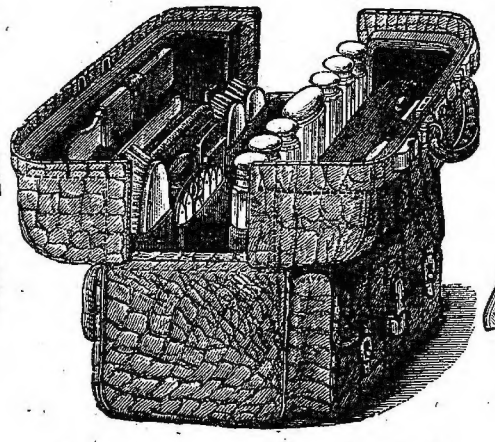
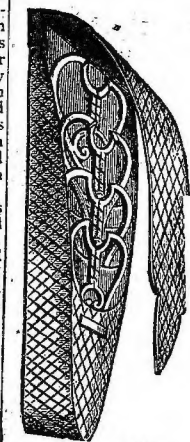
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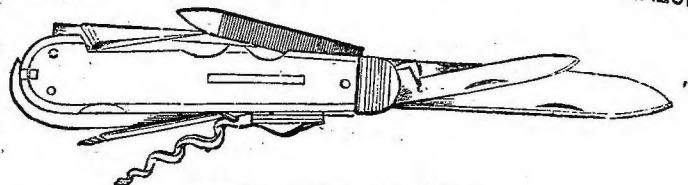
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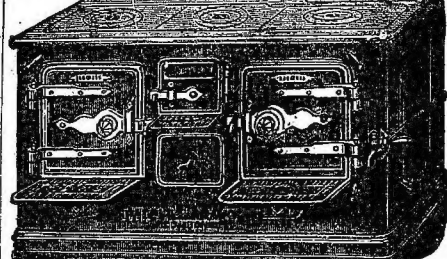
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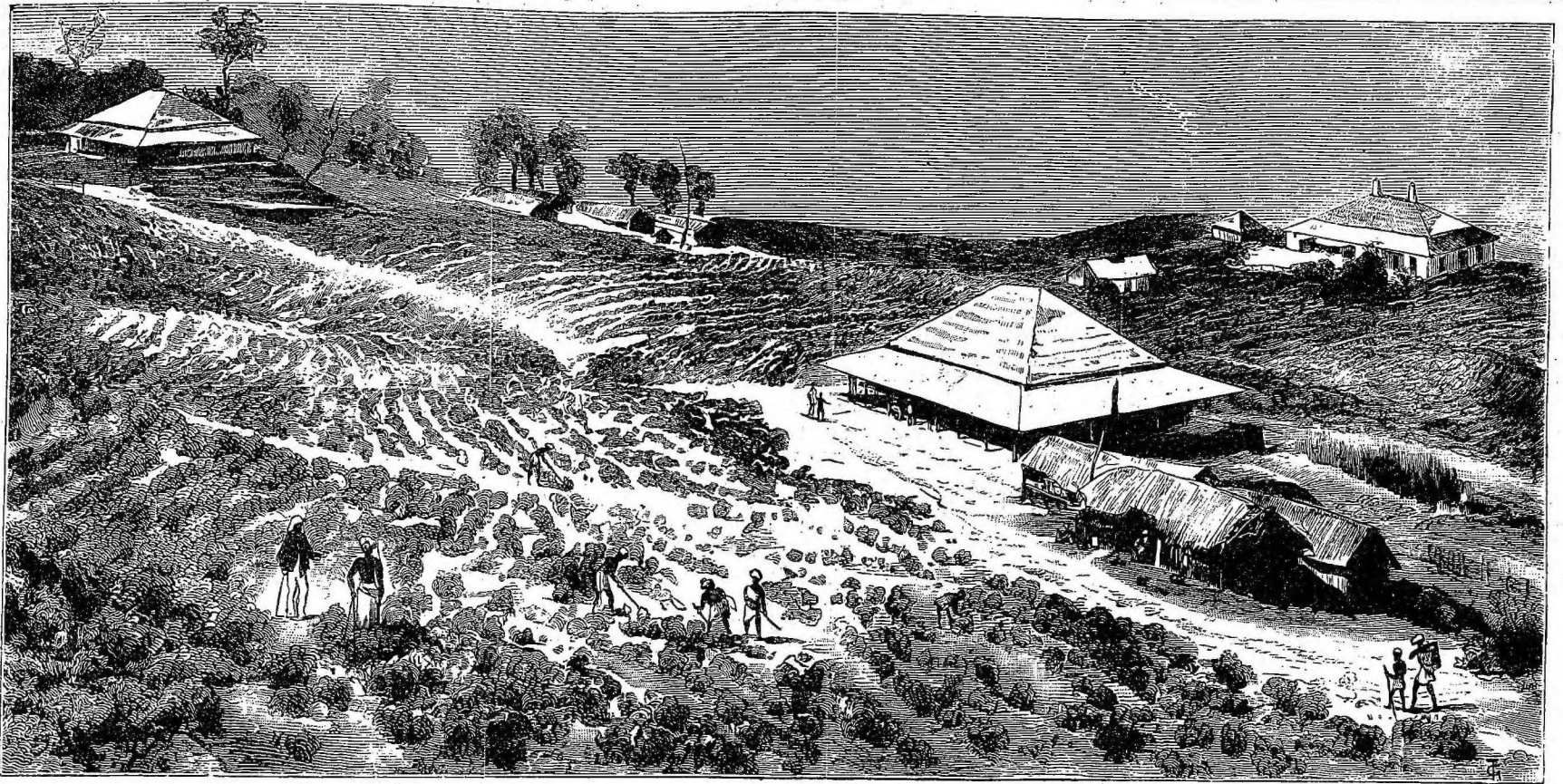
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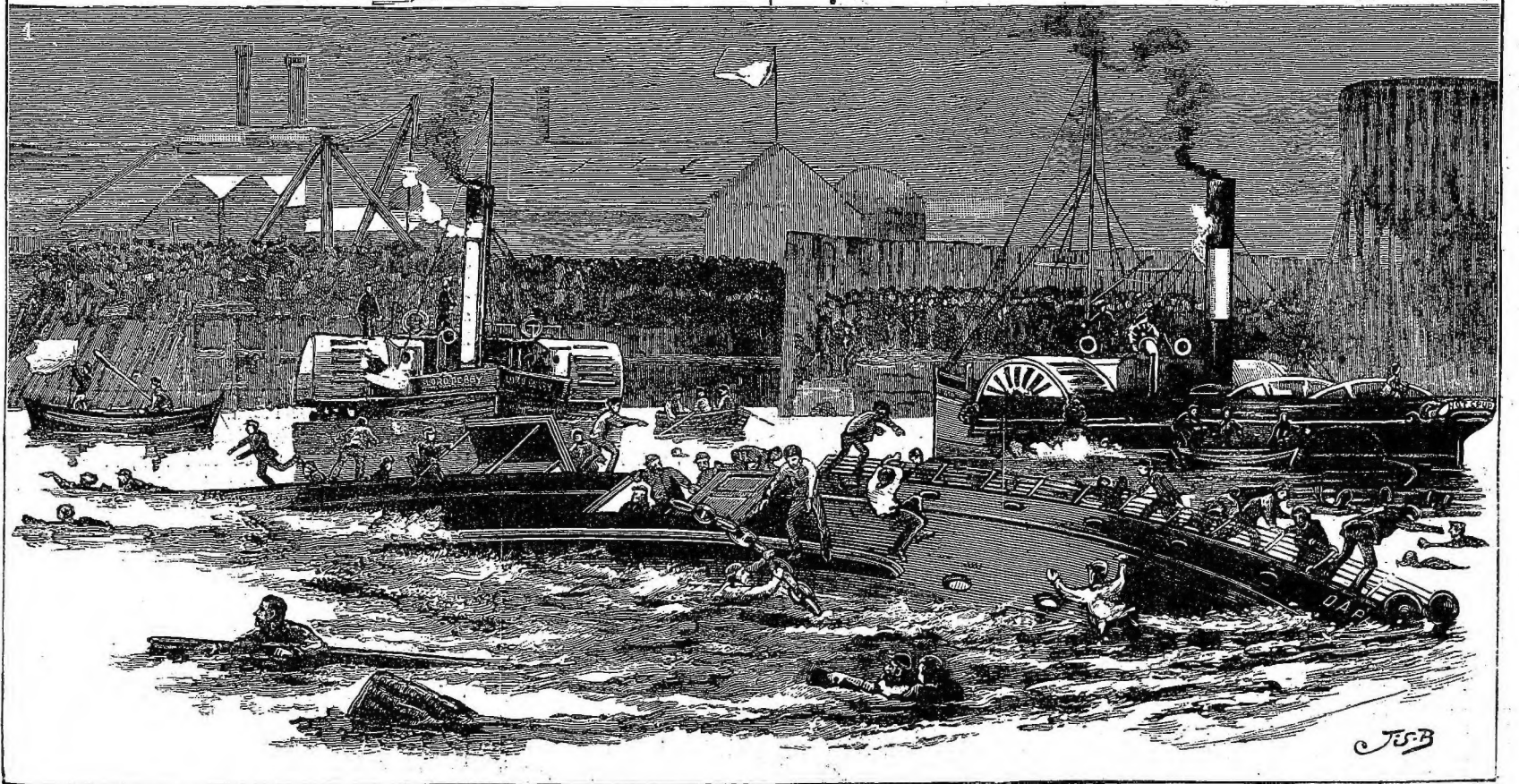
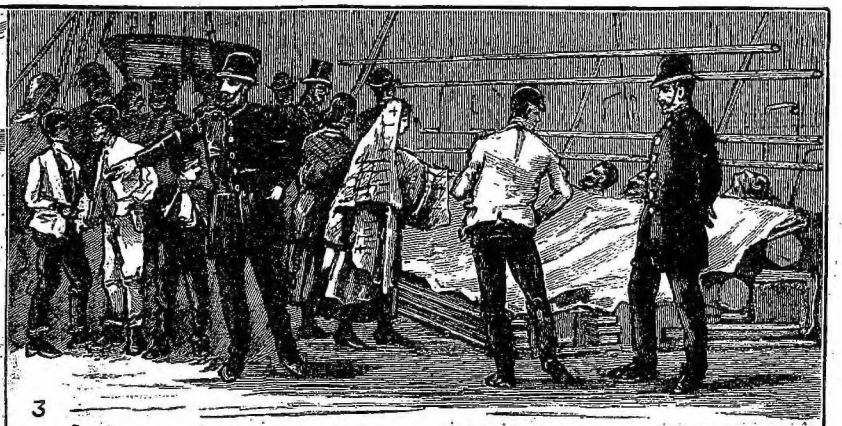
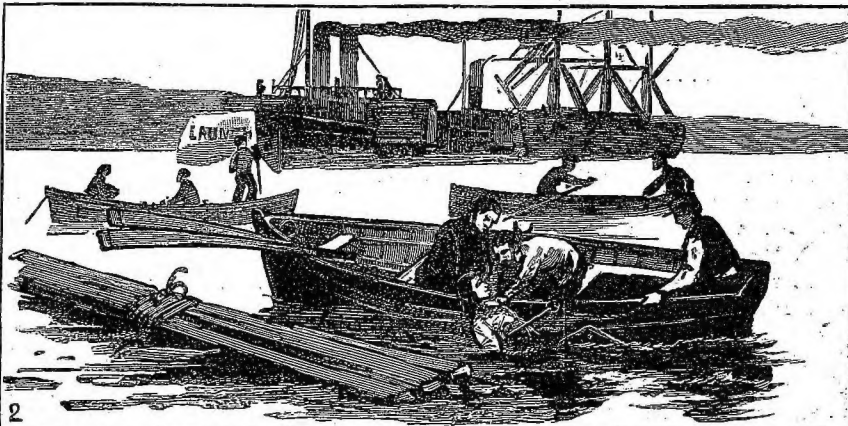
SATURDAY, JULY 14, 1883

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TEA CULTIVATION IN INDIA—A TEA-GARDEN ON THE BORDERS OF NEPAUL



1. The Capsizing of "The Daphne."—2. Dragging for the Bodies.—3. Identifying the Bodies.
THE TERRIBLE DISASTER ON THE CLYDE

Topics of the Week

CHOLERA ALARMS.—In spite of scientific investigations, very little is really known concerning the origin and spread of epidemic disorders. Cleanliness is undoubtedly safer than uncleanness, still the fact remains that in Eastern cities, where the percentage of filth does not greatly vary from year to year, cholera rages at one time, and is unknown at another. The weather probably has some influence on epidemics. For several successive summers Western Europe has undergone the affliction of chilly rainy weather. This has been accompanied by a remarkable freedom from epidemic disease. The summer of 1883 has thus far been of a far more genial type, and with it comes the cholera outbreak in Egypt. Possibly the war of last year, with its rotting carcasses and polluted drinking water, sowed the seeds of the cholera, just as the Franco-German campaign is declared to have produced the terrible small-pox epidemic of 1872. Meanwhile, most of the Continental nations, especially those of Southern Europe, whose vivacious temperament recoils with horror from the idea of death by any sort of plague, blame us English severely. They seem to hold us responsible for the introduction of cholera into Egypt, not apparently because of last year's campaign, but because we neglect those quarantine formalities which are so dear to the heart of the dwellers on the Mediterranean Sea. It is true that we do not believe much in quarantine, but it is not true that our shortcomings in this respect account for the plague-stricken condition of Damietta and Mansourah. We have tried quarantine for years, and the experienced verdict on it is that it combines the maximum of inconvenience with the minimum of efficiency. Our most enlightened men prefer the system of medical inspection. The difference between the two methods is simply this. Under quarantine a ship's company are huddled together in a place of monotonous confinement; if there are any sick, they will probably affect the healthy; if all are healthy to begin with, sickness is only too likely to be developed by the dullness, and the absence of the usual ship-board comforts, and by the anxiety and impatience which such an existence causes. Under medical inspection the sick, if any, are carefully separated from the hale, and tended apart; while the hale, if after a brief interval no fresh case is developed among them, are suffered to go their way, the ship, and any articles which may reasonably be suspected of infection, being meanwhile subjected to a cleansing process. If the Continental newspaper writers, instead of indulging in violent diatribes against us, will take the trouble honestly to compare the two systems, they will be led to admit that, although no plan can give perfect immunity against epidemic disease, science and common sense are decidedly more on the side of medical inspection than of quarantine.

THE CHANNEL TUNNEL.—In one of his speeches at the time of the Silver Wedding, Mr. Bright expressed unmeasured contempt for those who had a word to say against the proposed Channel Tunnel. He was evidently convinced that the scheme could be opposed only by fools and rogues. Nevertheless, the Committee to which the proposal was referred has reported against it by a majority of six to four votes; and there can be no doubt that this vote fairly represents the state of opinion in the country. Of course, everybody sees as clearly as Mr. Bright that there are conceivable circumstances in which a Channel Tunnel might be made with great advantage both to England and to the world. If it were certain that England would never be at war again, there is not even a rogue or a fool who would object to the undertaking. Unfortunately, it is very far from being certain that we have entered upon the era of everlasting peace. Democracy is becoming more and more powerful; and it remains to be seen, whether the Sovereign People will be more pacific than Monarchies and Aristocracies. The temper of the French Republic is not particularly conciliatory; and of all countries, next to Germany, England is the one of which France appears to be becoming increasingly jealous. It may be highly probable that if, after the construction of the Tunnel, we quarrelled with France, our precautions would suffice to protect us from all dangers except those to which we are already exposed. But there would always be the possibility of accident; and, unless the national character of Englishmen is being rapidly altered (which hardly seems likely), we may be sure that the new peril would sometimes occasion panic. And panic about such a matter as this would lead to evils compared with which the benefits promised by the supporters of the scheme are inconsiderable.

WHENCE DOES THE MONEY COME?—Who pays for the murders, explosions, and other crimes which are still prevalent in Ireland? These deeds are not committed "for love," nor for hatred either, in the Isle of Saints. In the seventeenth century the political murders in which English parties indulged were commonly performed by hired Irishmen. The Irishmen who still do political and agrarian murders are also hired. Who, we ask again, is the disinterested capitalist who supplies the money? Last week four scoundrels were found guilty, at Sligo Assizes, of blowing up the house of a land-agent in the county of Galway. This gentleman, it seems, had evicted an official of the Land League on the flimsy excuse that the official did not pay his rent. It was, there-

fore, resolved to blow up the agent's house with dynamite, and, if possible, to do so in such a manner as to kill the agent himself. The patriotic engineers succeeded, as usual, only in doing some little damage, and providing some work for glaziers. But the informer, the inevitable informer, swore that his accomplices offered him 500*l.* in case of success. Whence did they get the money? Was it supplied by any society or league which collects funds for the purposes of constitutional agitations? This is the question to which an answer is desirable.

IRISH ELECTORAL PROSPECTS.—The result of the Monaghan Election has opened people's eyes to the fact that, so long as Liberals and Conservatives remain at variance, the Nationalists stand a fair chance of winning even in Ulster. There is every probability that, when the next General Election takes place, this lesson will be enforced in other Northern constituencies besides Monaghan; and thus the boast may be justified that Mr. Parnell will enter the new Parliament with upwards of eighty devoted henchmen at his back. This sounds formidable enough, but it is by no means all. The Irish Nationalists are resolved, by carefully systematised arrangements, to increase their electoral influence in Great Britain also. Here and there, in boroughs where the Irish are exceptionally numerous, they will even "run" and endeavour to win a seat for, a candidate pledged to the Nationalist platform. But, as in the majority of British constituencies such an attempt would be hopeless, the general policy will be of a more Machiavellian character. Guided by preconcerted signals, the Irish electors will in some constituencies vote for Tories, in others for Whigs, the aim being to balance the two great parties as evenly as possible, because in such circumstances, unless they suspend their mutual feuds, Mr. Parnell will become master of the situation. Let us suppose roughly that Parliament consists of 650 members. If by dint of clever engineering Mr. Parnell can manage to return 285 Liberals and 285 Conservatives, his solid phalanx of eighty will enable him to manipulate the House as he pleases. This is a cheerful prospect, and one not unlikely to be realised. Judging by their behaviour, none of our party leaders seem to appreciate its importance. They are too much engaged in trying to trip up each other's heels. Our contention is this. If Mr. Parnell's demands are reasonable, they ought to be supported at least by the party of progress on this side of St. George's Channel; if unreasonable, they ought to unite Liberals and Conservatives against a common foe. Do not let history hereafter record that Ireland gained her independence against our wishes, because mutual animosities had neutralised the influence of Whig and Tory members as effectually as if they had "paired" for the remainder of the Session, thus leaving the field in the undisturbed possession of the Parnellites.

MR. CHAPLIN'S RESOLUTION.—In the debate on Mr. Chaplin's resolution the statements of different speakers were so conflicting that it is by no means easy to arrive at a definite opinion on the subject. If Mr. Chaplin's representation of the facts could be accepted without hesitation, most people would approve of the stringent measures for which he induced a majority of the House of Commons to vote. He contended that no outbreak of foot-and-mouth disease had occurred when the system which he advocated was established, and that the disease could undoubtedly be stamped out if the Government rigidly prohibited the introduction of animals from foreign countries where satisfactory regulations are not in force. He tried to show, too, that the price of meat would not be materially raised by the provisions indicated in his resolution, as the supply which would be directly affected was not more than four per cent. of the meat consumption of the country. Mr. Mundella, on the contrary, urged that the system proposed by Mr. Chaplin would deprive us of a large portion of our present foreign supply of live meat, that a dead-meat trade from the Continent could not be developed, and that prices, therefore, would be largely increased. For the loss thus inflicted on consumers the country would not be compensated, according to Mr. Mundella, by the extirpation of foot-and-mouth disease, which, he maintained, can be conveyed in many indirect ways. When experts are so far from agreeing with one another, those who have no special means of forming an independent judgment would hardly be justified in expressing a confident conviction either on one side or on the other. The balance of evidence, however, seems to be in favour of Mr. Chaplin's view; and even if his plan is not adopted, the discussion to which it has given rise will be of essential service, since the Government will, of course, recognise the necessity of fighting more strenuously than ever against an evil which causes more or less hardship to all classes of the community.

THE BECKFORD SALE.—"How pleasant it is to have money," sings the Philistine in Clough's poem, and the heart of every book-lover who looks in at Messrs. Sotheby's beats to the same tune. The Beckford books are more beautifully bound than ever, more interesting in themselves, and, as before, are relics of most famous people. The prettiest of duodecimos was "Petrarca, con Nuove Sposizioni," Lyons, 1574. This little stout volume was exquisitely bound, by the famous Clovis Eve, in olive morocco, all stamped with *les marguerites de Marguerite*, the daisies of the Queen, and with three *fleurs de lys* in the centre. The volume, to him that hath money, seems cheap at 79*l.*, but Mr. Beckford

appears to have bought it for 10*l.* Grolier's copy of the "Life of Apollonius of Tyana" (Aldus, 1501) was on large paper, in red morocco, in all respects worthy of Aldus, of Grolier, of Apollonius, and went for 300*l.* In M'Carthy's sale this book went for little over 20*l.*, and in Hibbert's sale it was sold for 21*l.* On the whole it has proved a good investment, but it has probably, like other rare books, reached the high-water mark, and will never see 300*l.* again in public auction. And, after all, one can buy a more legible life of the impostor of Tyana for a couple of shillings.

THE FOURTEENTH OF JULY IN FRANCE.—The Duc de la Rochefoucauld was censured by the Chamber for styling the forthcoming National *fête* a "Festival of Assassination." His language was without doubt unwise. Such bitter utterances tend to re-arouse animosities which are gradually being lulled to sleep by the soothing influence of time. Nevertheless, it must be admitted that historically the Duke's phrase is not without justification. No person of intelligence and proper feeling can regard the doings of the 14th July, 1789, at Paris with genuine satisfaction. What was the chief event of the day? Why, that a brutal mob attacked a building which they well knew—whatever its evil character in times past—was no longer used for the incarceration of innocent persons. The Bastille was defended by a handful of brave soldiers; they surrendered on the solemn promise that their lives should be spared, and they were at once massacred by the aforesaid brutal mob. Such was the beginning of the "glorious French Revolution;" and its career has been stained ever since by similar atrocities, up to the time of the successive massacres perpetrated by Communists and Versaillesists in 1871. The most narrow-minded Legitimist would probably admit that the Revolution has conferred some substantial boons on France, but all that was worth having might have been obtained without the lawless violence which all over the world has done so much to retard the cause of true freedom. This is proved by the history of the last twelve years. Since the suppression of the Commune it has been shown that a French Republic can exist without resorting to massacre and confiscation, and hence, after twelve years' experience, the mass of the people have become reconciled to the Republic, and will even celebrate the festival of Saturday with genuine enthusiasm. At the same time it must be remembered that some of the homage offered on the shrine of the Republic is due to the fact that the Monarchical Pretenders are at present represented by personages who are either impracticable or unsuitable.

FRENCH POLICY IN THE EAST.—M. Challeml-Lacour's statement in the Chamber on Tuesday threw very little fresh light on the course pursued by France with regard to Annam and Tonkin. Almost every Frenchman admits the necessity of avenging Rivière's death; but Rivière was not murdered—he fell in war; and the difficulty is to understand why the war of which he was the first victim was begun. No responsible politician either in France or elsewhere attributes any importance to the wild assertions of M. de Cassagnac, whose object is, of course, merely to damage the Republic. But the French Government have never offered a suggestion that can be accepted as an adequate explanation of their policy. The truth seems to be that they were tired of playing a subordinate part in European politics, and determined to humour the national vanity by distant conquests. M. Challeml-Lacour is confident that France will be able to accomplish her purpose without serious difficulty; and he may be right, since China must know that it would be extremely hazardous to enter upon a struggle with a great Western Power. We may doubt, however, whether France will be satisfied, as M. Challeml-Lacour says she intends to be, with organising the system of administration in Tonkin. The chances are that the war will result in the virtual annexation both of Tonkin and of Annam. M. Granet expressed his belief that, even if this result were accomplished, the benefits likely to be derived by France would be illusory, because military triumphs are not necessarily followed by colonisation. This view, which is shared by many prudent Frenchmen, is confirmed by the experience of England. Traders, not soldiers, have formed our colonies; and if French traders continue to be as fond of staying at home as they are now, France will find that in acquiring a new dependency she has acquired a kind of "white elephant."

WEATHER VICISSITUDES IN EUROPE AND AMERICA.—People who grumble persistently, as too many of us do, at the weather, ought to be told that, in point of climate, Western Europe is an especially favoured region. Everybody knows what are the special inconveniences of the tropical and arctic regions, but everybody does not know how well off Western Europe is compared with most other places within the so-called temperate zones. This superiority is chiefly due to the deep indentations of the land by the sea; to the presence of a great ocean to the westward, whence blow three-fourths of our winds; and to the mollifying influences of the Gulf Stream. The occasional convulsions without which Nature seems unable to carry on her work are milder here than elsewhere. Our tornadoes and cyclones, our rainstorms and floods, our snows and frosts, our summer heats, our electrical disturbances, are all of a milder and gentler character than in most other places. The Eastern part of North America, perhaps, presents in these respects the most complete contrast to Western Europe. The American climate resembles that Kentucky swimmer who boasted that he could dive deeper, stay under water longer,

and come up drier than any man in the United States. It delights in extremes; its floods, and tornadoes, and thunderstorms are on a terrible and gigantic scale, while places in the same parallels of latitude as Mentone or Naples endure a winter cold which freezes mercury, and a summer heat equal to that of Upper Egypt. A few days ago we in Western Europe were complaining of the heat, but it was nothing to that which was being experienced in New York, where in one week it killed 672 babies, besides numerous adults from sunstroke. Yet at that very time, such a region of extremes is America, the people of Chicago, a thousand miles further west, were wearing overcoats and sitting over fires. Moral: Let us cease to grumble at our weather, which Nathaniel Hawthorne declared was the one thing we Britishers might justly brag about.

SUICIDE IN GERMANY.—German philosophers have been much exercised lately by the hideous statistics relating to suicide in their country. The mania for self-murder is manifested to a terrible extent in Berlin; and a very large number of those who fall victims to it belong to what are called the higher classes. Perhaps the facts cannot be satisfactorily explained; but it is impossible not to associate them to some extent with the decay of religious belief in Germany. It would be absurd, of course, to say that there is any necessary connection between scepticism and suicide; but there are certainly multitudes of men who, when they suddenly throw off old restraints, are tempted to plunge into a kind of life that may easily lead to disaster. For many thousands of Germans gambling seems to have an irresistible fascination; and gambling both at the Bourse and at the card-table is understood to have been the direct cause of some of the most recent instances of suicide in the German capital. Probably poverty also accounts for a considerable number of cases. After the Franco-German War it was hoped that Germany would soon become as rich as she was powerful; but these anticipations have not been realised. The vast military system of the country crushes its industrial energies; and the struggle for existence in the great cities has become, to the mass of the people, almost intolerable. Many unfortunate men and women seem to kill themselves for no other reason than that they are tired of a conflict which they have to carry on without the consolations that sustained less materialistic generations. The subject is a very complicated and painful one, and we do not wonder that it causes much anxiety to serious and patriotic Germans.

AT LORD'S.—Given good weather and a faultless wicket, and it seems that the best batting can beat the best bowling. Fortunately, perhaps, for the interest of cricket, the weather is commonly such as to prevent a wicket from playing so well as that on which Gentlemen and Players met at Lord's. The Elevens were thoroughly representative. Better professional bowling than that of Peate, Harrison (the swift Yorkshire colt), Barnes, Flowers, Bates, and Barlow cannot be found in this world, whatever may exist, according to the Buddhists, among the more highly developed dwellers in other planets. Yet the Gentlemen simply "made hay" of the Players' bowling. Seldom has professional bowling been in such straits as when Hall went on with grubs and finished with a kind of round hand. Nine of the amateurs got into double figures, and Mr. Tylecote's cutting, in his innings of 107, was especially admirable. But when the Players at last got in it really looked as if they, in turn, would never leave the wickets. Ulyett invented and executed a peculiar way of hitting across at Mr. Steel's most dodgy slow balls on the hop. Barnes was quite invincible, and it is pleasant to see that his hands have recovered the cunning they lost in Australia. In spite of the excellence of the Gentlemen's bowling, it was practically mastered.



ROYAL INSTITUTE OF PAINTERS IN WATER COLOURS, PICCADILLY, W.
THE 65th EXHIBITION IS NOW OPEN. Admission, 1s. Illustrated Catalogue, 1s.
To which is added a Loan Collection of the Works of the late Vice-President, W. L. RITCHIE, including several works from the Collection of Her Most Gracious Majesty the Queen.

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AUTUMN EXHIBITION OF MODERN PICTURES
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NOTICE TO EXHIBITORS.

The above Exhibition will open in the WALKER ART GALLERY on Monday, Sept. 3.
The dates for receiving pictures are from the 1st to the 11th of August, both inclusive.
Forms and all information may be obtained on application to
CHARLES DYALL, Curator,
Walker Art Gallery, Liverpool.

London Agent: Mr. JAMES BOURLET, 17, Nassau Street, Middlesex Hospital.

TINWORTH EXHIBITION IS NOW OPEN.
Upwards of ONE HUNDRED Subjects from the Bible in Terra Cotta and Enamel Ware, including "THE RELEASE OF BARABBAS," "PREPARING FOR THE CRUCIFIXION," "CHRIST'S ENTRY INTO JERUSALEM," and "GOING TO CALVARY."
TINWORTH EXHIBITION ART GALLERIES, 9, Conduit Street,
Regent Street, W.
Open from 10 till 6. Admission 1s.

SAVOY HOUSE, 115, STRAND.
NOW ON VIEW.
"THIS ONLY FRIEND," Painted by BRITON RIVIERE, R.A. Engraved by LOUIS STEELE
"THE NIGHT WATCH," "J. J. E. MILLAIS," "S. JACKPOLE," "POMONA," "SIR F. LEIGHTON," "G. H. EVERY."
Artists' Proofs of Above nearly all gone.
Prints of the Above, 2s. each; NIGHTWATCH, 42s.

THE VALE OF TEARS.—DORE'S LAST GREAT PICTURE completed a few days before he died. Now on view at the DORE GALLERY, 35, New Bond Street, with "CHRIST LEAVING THE TETRACH," and his other Great Pictures. From 10 to 6 daily. One Shilling.

LYCEUM THEATRE.—"The Bells." This (Saturday) Evening, at 8.45. Mathias, Mr. Irving preceded at 7.45 by "The Captain of the Watch," "The Merchant of Venice," Monday next, July 15, and July 17, 18. "Eugene Aram" and "The Belle's Stragem," Thursday next, July 19, 20, and 21. "Louis XI," Monday, July 23, 24, and 25. "Charles I," Thursday, July 26 and 27. Mr. Irving's Benefit and Last Night of the Season, July 28.—MORNING PERFORMANCES.—"Hamlet," To-day (Saturday), at 2 punctually. Hamlet, Mr. Irving; Ophelia, Miss Ellen Terry. "The Merchant of Venice," Saturday next, July 21, at 2. Box Office (Mr. J. Hurst) Open daily from 10 to 5.

TROCADERO (The Eden Theatre of London).—Messrs. CHARLES MERTON (Manager) and WALTER HAHT (Treasurer), of this elegant Theatre, by the kind permission of the proprietor, R. K. BROWNELL, Esq., will be happy to entertain the application of a limited number of Ladies and Gentlemen aspirants to the dramatic and musical profession. Band and entertainments for Nobility's Garden Parties, Fête, Balls, &c. Office Hours 12 till 3, or by special appointment.

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The New and Magnificent Entrance in Piccadilly now Open. The World-Famed **MOORE AND BURGESS MINSTRELS,**
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Opposite St. James's Park Station.
PANORAMA OF THE BATTLE OF TEL-EL-KEBIR,
By the Celebrated Painter, Olivier Picbat.
Open daily 9 a.m. to 8 p.m.
Admission 1s.

THE FETE OF THE SEASON.—GRAND ILLUMINATIONS.
An EVENING FETE, IN AID OF THE FUNDS FOR THE ERECTION OF AN ENGLISH CHURCH IN BERLIN, to commemorate the Twenty-fifth Anniversary of the Marriage of the Princess Royal with the Crown Prince of Germany and of Prussia, will take place on Wednesday, July 18.
Under the Special Patronage of their Royal Highnesses the PRINCE and PRINCESS OF WALES, who, with the following Members of the Royal Family, have signified their intention of being present and taking part in the proceedings:—
THE DUKE and DUCHESS OF CONNAUGHT and STRATHEARN.
THE DUKE and DUCHESS OF ALBANY.
THE PRINCE and PRINCESS CHRISTIAN OF SLESWIG-HOLSTEIN.
THE DUKE OF CAMBRIDGE.
THE PRINCESS MARY ADELAIDE, DUCHESS OF TECK.
THE HEREDITARY PRINCE and PRINCESS OF SAXE-MEININGEN.
AT THE INTERNATIONAL FISHERIES EXHIBITION, EXHIBITION ROAD, SOUTH KENSINGTON.

Tickets 20s. each, which may be obtained at the Principal Libraries, of the following Lady Patronesses and Members of the Committee, and by payment at the doors of the Exhibition:—

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Amongst other attractions will be found—Fishing Pond; A Chinese Tea Party; An American Tent, Four Bands; Flower Stalls; Refreshment Buffets; Bell Ringing; and a variety of other Entertainments; Illumination of the grounds by Electric and Coloured Lights; Chinese Lanterns, &c. Doors open at 9.0 p.m.

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Garden Promenades, attractive Fish Culturing Operations, large and well-stocked Aquaria.
Lifeboats, Life-Saving and Diving Apparatus.
Sea and Fresh-water Fishing in all its branches.
Fish, Dinners and How to Cook Them, under the management of the National Training School for Cookery.
Open daily, from 9.0 a.m. to 10 p.m., except Wednesday, when doors are open from 10.0 a.m. to 10 p.m. Fish Market open daily, from 9 a.m. till 8.30 p.m. Admission free. By special permission of His Imperial Majesty the Emperor of Germany the full band of the 6th Thuringian Infantry Regiment, consisting of 58 performers (Honorary Colonel H.R.H. Duke of Edinburgh, K.G.), has arrived in England, and is now performing daily under the direction of Kapellmeister Klagenauer, at intervals, from 3 to 9.45 p.m. if fine in the gardens, if wet in the Inland Fisheries Promenade. Organ recitals at intervals throughout the day.
Admission 1s. on every week day, except Wednesday, when it is 2s. 6d. Season tickets one guinea.

Principal entrance two minutes walk from South Kensington Station, District and Metropolitan railways; trains every two minutes. Omnibuses from all parts. Facilities are offered by the leading railway companies for the conveyance of passengers from all parts of the Kingdom.
Visitors should not fail to procure a copy of the complete and descriptive Official Catalogue, which is to be obtained only inside the Exhibition, price One Shilling.

INTERNATIONAL FISHERIES EXHIBITION.
—BRILLIANT ILLUMINATION of the Exhibition and Grounds by the ELECTRIC LIGHT till 10 p.m. Most extensive display of electric lighting ever seen in this country or on the Continent. The grounds illuminated by Chinese lanterns.

INTERNATIONAL FISHERIES EXHIBITION.
—CONFERENCES are now being held in the Council Room of the Exhibition (Deep Sea Fisheries Gallery), at 2 o'clock p.m. on Mondays, Tuesdays, Thursdays, and Fridays (instead of in the Conservatory of the Royal Horticultural Society, as previously announced), on subjects connected with Fisheries. Admission free to visitors to the Exhibition.

SEASIDE SEASON—THE SOUTH COAST.

BRIGHTON SEAFORD SEABOARD EASTBOURNE ST. LEONARD'S HASTINGS WORTHING LITTLEHAMPTON BOGNOR HAYLING ISLAND PORTSMOUTH SOUTHSEA
Frequent Trains from Victoria and London Bridge.
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A Pullman Drawing-room Car is run in the 10.45 a.m. Train from Victoria to Brighton, returning from Brighton by the 8.40 p.m. Train. Special Cheap Fare from Victoria, including Pullman Car, 12s., available by these trains only.

THE GRAND AQUARIUM AT BRIGHTON.—EVERY SATURDAY. Cheap First Class Trains from Victoria at 10.40 and 11.40 a.m., calling at Clapham Junction, and from London Bridge at 9.30 a.m. and 12.45 p.m., calling at East Croydon.
Day Return Fare—1st Class, Half-a-guinea (including admission to the Aquarium and the Royal Pavilion).

PARIS.—SHORTEST, CHEAPEST ROUTE.—Via NEW-HAVEN, DIEPPE, and ROUEN.

EXPRESS DAY SERVICE.—Every Weekday, as under:
Victoria Station. London Bridge Station. Paris.
July 14 . . . Dep. 12.55 p.m. . . . Dep. 2.55 p.m. . . . Arr. 11.45 p.m.
" 15 . . . " 9.10 a.m. . . . " 9.20 a.m. . . . " 9.40
" 16 . . . " 9.10 . . . " 9.20 . . . " 10.35
" 17 . . . " 10.35 . . . " 10.45 . . . " 11.45
NIGHT TIDAL SERVICE.—Leaving Victoria 7.50 p.m., and London Bridge 8.0 p.m. every Weekday and Sunday.
FARES.—London to Paris and Back—1st Class, 22.15. 2nd Class, 12.15. Available for Return within One Month.
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The "Normandy" and "Brittany" Splendid Fast-Paddle Steamers accomplish the Passage between Newhaven and Dieppe frequently under four hours.
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(By Order),
J. P. KNIGHT, General-Manager.

NOTICE.—The Number this week consists of Two WHOLE SHEETS, one of which is devoted to an ILLUSTRATED HISTORY OF SOUTHAMPTON.



A TEA GARDEN ON THE BORDERS OF NEPAUL

TEA cultivation was unknown in India till about fifty years ago; now we import from that country fifty millions of pounds every year. Yet India is doubtless the original *habitat* of the tea-plant, for it grows wild in the hills on the north-east frontier, whence thousands of years ago it was introduced into China.

The tea produce of India comprises delicately-flavoured teas grown in the hill districts of Darjeeling and Kangra; the full-bodied rich teas of Assam and Cachar, besides the highly-appreciated growths of Sylhet, Chittagong, the Neigherries, the Terai, Chota Nagpore, and Ceylon.

Every detail of work in the great Indian tea-gardens is closely supervised by Europeans, and the best relations generally exist between employer and employed. There are some 2,700 tea plantations in British India, having a cultivated area of about 210,000 acres. The largest estates are those of the Assam Company, which yield annually some two and a-half million pounds, which is chiefly consumed in the Australian colonies, our antipodal cousins wisely preferring it to the adulterated produce of China.—Our engraving is from a photograph forwarded to us by Mr. Ernest Tye, Secretary of the Indian Tea Districts Association, 14, St. Mary Axe, E.C.

THE CLYDE DISASTER,

THE LATE DUKE OF MARLBOROUGH,

AND

THE FUNERAL OF THE LATE MR. SPOTTISWOODE

See page 32.

SOUTHAMPTON ILLUSTRATED

See page 33 et seq.

SKETCHES IN TYROL

THE two military men are types of the Kaiserjäger Regiment stationed at Innsbruck. The soldier wears a feathered hat which, with the blueish grey uniform, distinguishes the Jägers from the Line. The undress uniform of the officer being without facings or buttons, has an unpretending appearance, but is very comfortable. The centre picture depicts a street in Mittenwald, a quaint old place in the south of Bavaria. Through the long projecting tubes the rain-water is poured into the gutter in the middle of the roadway. In the background are the Karwendel peaks. The pretty costume shown in No. 5 is worn in the Austrian part of the Inn Valley. The hat is black with gold tassels, and is fastened under the hair by two long black ribbons. Frgenstein, the ruin shown in No. 1, was the favourite abode of Maximilian of Halsburg, the German Emperor. No. 2 is an old steeple in Innsbruck, the capital of Tyrol. No. 7 is a scene in an inn in the Bavarian Alps on a wet Sunday afternoon. The peasants are all wearing their holiday hats, with gay flowers, feathers, or gold tassels. The landlord only has on his black cap. No. 3 shows the old mountaineers' costume, the short breeches adorned with embroidery and ribbons, and the stockings which cover neither the feet nor the knees. This costume is gradually disappearing, and is gradually being replaced by trousers.—Our engravings are from sketches by Mr. John Hoynek, of the Royal Academy of Arts, Munich.

DONKEYS AND THEIR RIDERS IN CAIRO

THE Egyptian donkeys vary as much in value and appearance as horses do in England, and it is hard to imagine that the wretched little creature struggling along under the combined weight of two Arabs and a pair of big basket panniers, and whose probable value is some two or three pounds, belongs to the same race as the handsome and dignified-looking white donkey who is bearing a pasha and worth very likely a hundred pounds or more. The riders of donkeys are not confined to the male sex, and it is a common sight to see ladies in European and Oriental costume riding them. The seat of the latter is curious, and one would imagine insecure, for they sit perched up on the donkey's back with their feet, generally encased in very high-heeled French shoes, stuck into the stirrups, which are shortened as much as possible, the *toute ensemble* suggesting a large black sack of clothes. A donkey is by no means as easy to ride as one might at first imagine, and a peculiar twist which they give to their hindquarters when they expect a blow from the boy who is driving them, produces in the mind of the tourist unexpected of the movement the idea that he is going to fall off (which, indeed, he sometimes does). The English soldiers, and more especially the Highlanders, thoroughly appreciate donkey-riding, if one may judge by their apparent high spirits as they gallop through the bazaars.—Our engravings are from sketches by Lieut. G. D. Giles, Cavalry Gendarmerie.

THE BANQUET TO HENRY IRVING

THIS, one of the most notable events of the London season, took place on the evening of July 4th, at St. James's Hall, which was filled with guests, the gallery being occupied by ladies. The open space behind the platform table was splendidly decorated with foliage and flowering plants. As the banquet was intended as a farewell to Mr. Irving before his visit to America, the anniversary of American Independence was fittingly chosen for the occasion, and as the chairman, Lord Chief Justice Coleridge, is also going to the United States on a visit to the New York Bar, allusions to the Great Republic of the West were necessarily numerous. The speaking was on the whole better than is usually the case at complimentary gatherings. Perhaps the chief oratorical honours were obtained by the American Minister, Mr. Lowell. Our sketches need no explanation, at least for those persons who took the trouble to glance at the report of the proceedings.

"THIRLBY HALL"

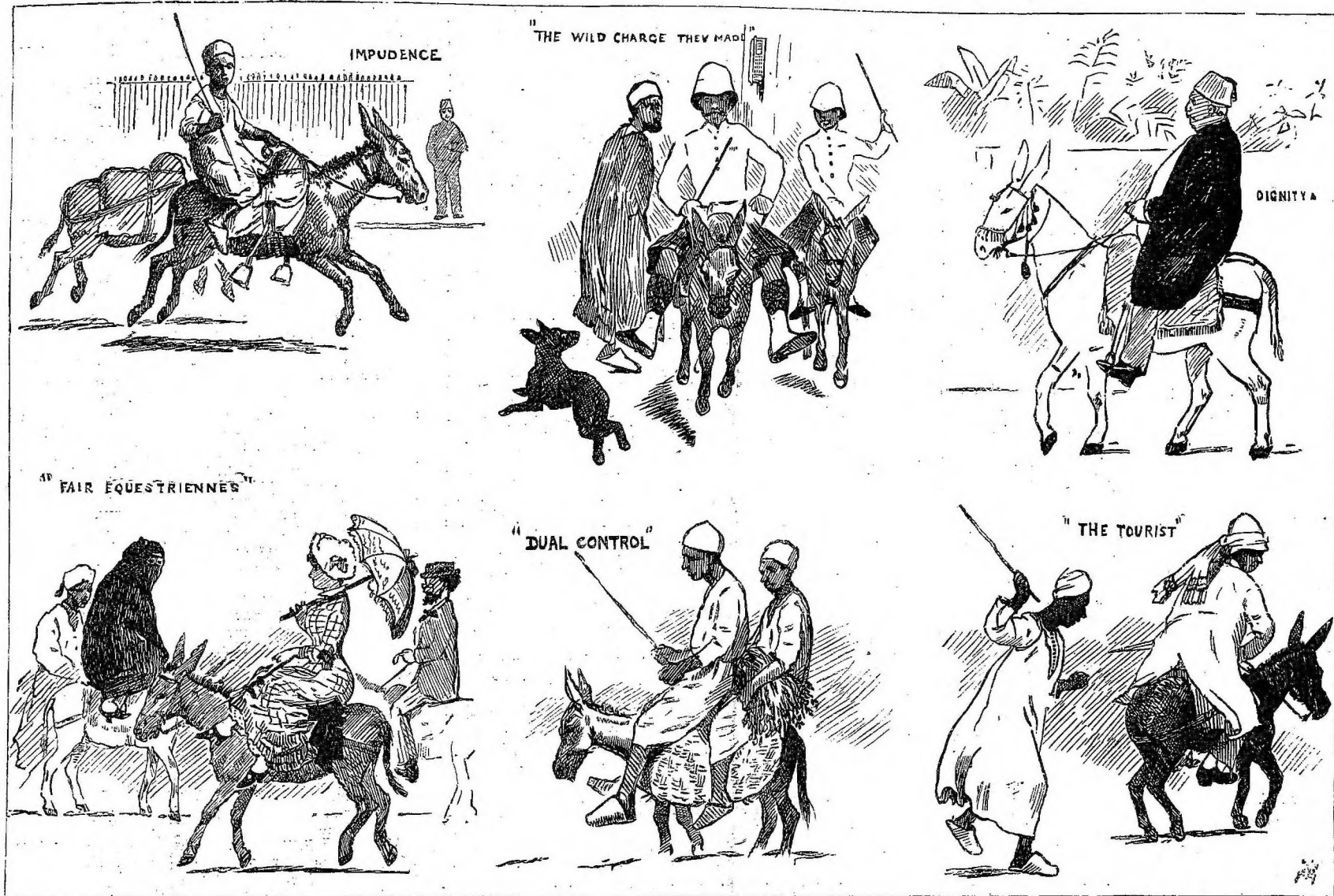
A NEW STORY, by W. E. Norris, illustrated by William Small, is continued on page 57.

A HIGHLAND ATHLETIC MEETING

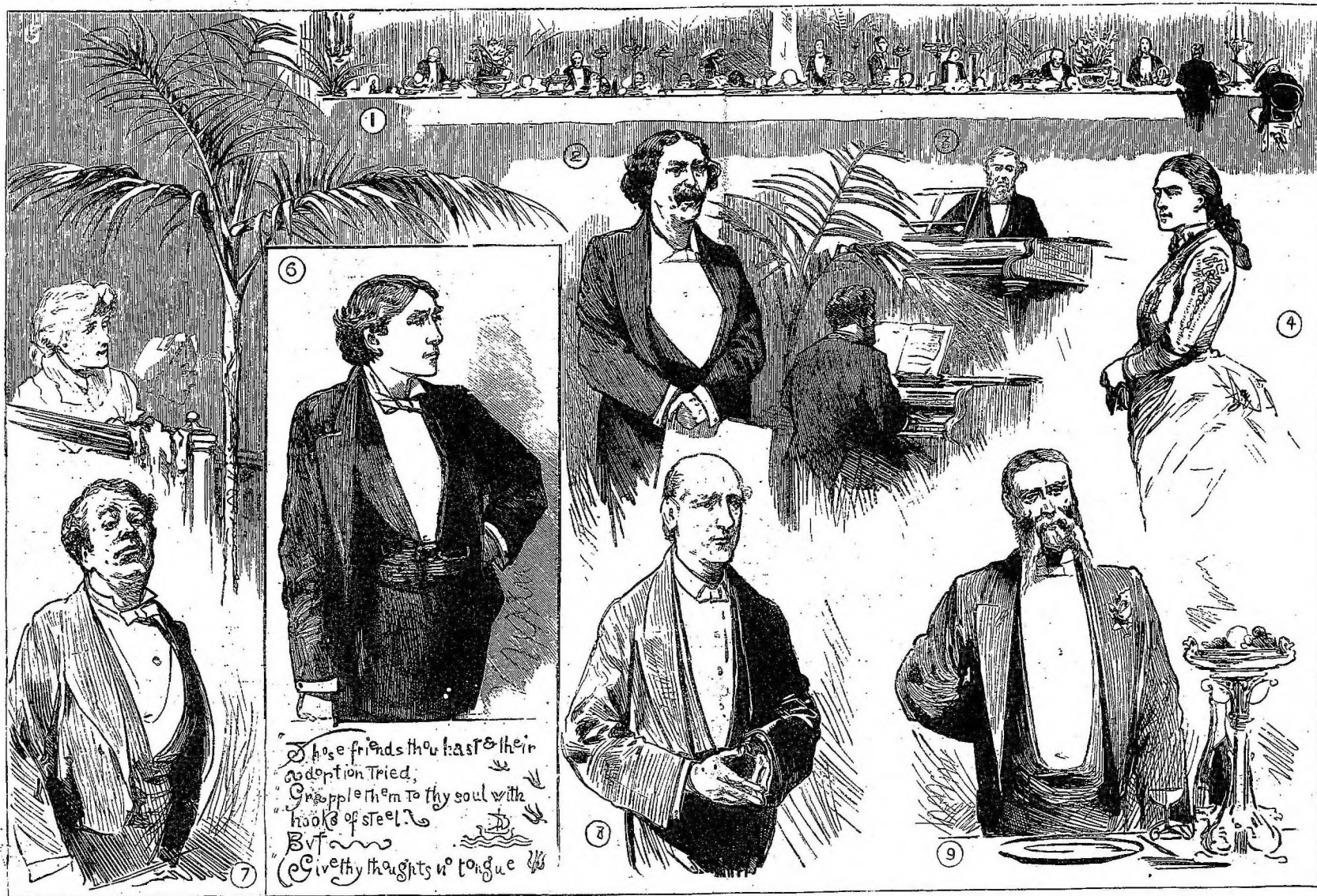
THESE reminiscences pretty well explain themselves, especially to any one who has been present at one of these Northern festivities. There is oftentimes a reckless driver, the terror of timid persons, who does not always pitch his victims into a convenient bed of heather. The Highlands are just the sort of place for a professional beauty to turn up in at the proper season of the year; perhaps this one was not "respectable," but anyhow curiosity prevailed over morality, and all the company gathered round her chair. The Rev. Oriel Deane Yarde, B.A., was terribly shut up when he ventured to admire the athletic proportions of a McTavish. "Fine-looking man, ye fule, why, he's a fine man!" After this the awarding of the prize to the best-dressed Highlander must be a risky job.



1. Ruins of the Castle Frgenstein, Near Zirl, in the Valley of the Inn.—2. A Tower in Innsbruck.—3. A Man of the South Bavarian Highlands.—4. A Street in Mittenwald.—5. A Woman of the South Bavarian Highlands.—6. An Austrian Officer in Undress Uniform.—7. Peasants of the Bavarian Highlands.—8. Austrian Soldiers on Duty.



DONKEYS AND THEIR RIDERS IN CAIRO



1. The Banquet. — 2. An Old Favourite (Mr. Sims Reeves). — 3. "A Star of the 76th Magnitude" (Professor Tyndall Responding to the Toast of "Science"). — 4. "Caller Herrin" (Madame Antoinette Sterling). — 5. "The Lady Who Has So Adorned the Lyceum Stage" (Miss Ellen Terry). — 6. The Honoured Guest (Mr. Henry Irving). — 7. "Would You be Surprised to Hear?" (Mr. J. L. Toole Proposing the Health of Lord Coleridge). — 8. The Noble Chairman (Lord Coleridge). — 9. "The Sun Stood Still" (Mr. J. Russell Lowell Responding to the Toast of "Literature").

THE BANQUET TO MR. HENRY IRVING AT ST. JAMES'S HALL

WHEAT FARMING IN CALIFORNIA

THESE engravings are from sketches by Mr. H. W. Rawlins, of Hanford, Tulare Co., California. He writes thus concerning them:—"No. 1.—Owing to the land being stoneless and, as a rule, fenceless, we use different kinds of 'gang ploughs,' the most popular of which is the 'sulky,' which carries two ploughs, each cutting a furrow of twelve inches, and is regulated by three levers. The one in front regulates the draught, so that the plough can be made to cut the full twenty-four inches, or any smaller amount required; that on the left regulates the depth of the plough's cut, while that on the right side of the driver is used for lifting the ploughs out of the ground while turning a corner or moving from one place to the other. No. 2.—In a good year, when there is plenty of rain, a very favourite way of 'seeding' is by means of a 'broad cast sower,' which is placed in the back end of a two-horse waggon, and worked by a chain running round a large cogwheel fixed on the axle of the waggon. It sows a 'land' of about thirty feet broad at a time, and is generally followed by one or more four-horse harrows, each of which cuts twelve feet. No. 3.—As straw is not worth anything, we have a machine called a 'header,' which cuts the grain about eight inches below the ear. The 'header' is pushed by six horses, and the grain is carried on a 'draper' from behind the knives up into the 'header waggon,' from which it is stacked in the field ready for threshing. From ten to thirty acres go to 'form a stack,' according to the yield of grain. Above the knives runs a 'reel,' which bends the straw over the draper before it is cut. No. 4 shows the kind of engine and separator we have here. The engine is fed with straw by the fireman, whose sole duty it is to keep the furnace supplied. Alongside of the engine is the water waggon, which is used to keep on hand a good supply of water for the engine. Above the separator is the derrick, with two horse-forks attached, which, being 'set' in different parts of the stack by the 'forkers,' are hauled up by horses (which are on the other side of the separator) and 'dumped' on the 'table,' where two 'tablers' work all the time shoving the straw into the 'self-feeder.' At the right end of the machine where the straw comes out is the 'strawback' team, which keeps the straw hauled away from under the spout. No. 5.—As a rule, directly the wheat is thrashed it is hauled in to the warehouses, and either stored for higher prices or shipped through them to San Francisco. The warehouses are raised on piles, so that the floor is on a level with the bottom of the cars on the railroad, so that the grain can be wheeled straight from the waggons into the cars."



SHOOTING AT WIMBLEDON began on Monday with every prospect of a most successful meeting. Complimentary tickets were issued to the American team, entitling them to shoot (though not, of course, to take prizes) in all long-range competitions with military breech-loaders, thus giving them fair practice at the butts before the commencement of the International Match. The volunteers under canvas on Monday night numbered 1,822.

THE JOINT COMMITTEE OF BOTH HOUSES appointed to consider the question of a Channel Tunnel have reported generally against the scheme by a majority of six to four. The four in favour of the tunnel were Lord Lansdowne (Chairman), Lord Aberdare, Mr. Baxter, and Mr. Peel.

A MEETING OF THE EXECUTIVE COMMITTEE of the Shipowners' Association for the promotion of a second Suez Canal was held on Tuesday, under the presidency of Mr. Laing. It was decided to request Mr. Gladstone to receive a deputation, in which the Chambers of Commerce will probably be also represented.

SINCE THE VOTE ON SIR S. NORTHCOTE'S RESOLUTION, and the consequent issue of the Speaker's order excluding Mr. Bradlaugh from all parts of the House except the reading and refreshment rooms and the library, additional police have been stationed at the doors to prevent all danger of intrusion. Mr. Bradlaugh has since written to the Speaker to inquire "whether his presenting himself in exact accordance with the Statute and Standing Orders for the purpose of taking his seat would be a disturbance of the House within the meaning of the said order."

THE MANSION HOUSE DINNER to Her Majesty's Ministers has been fixed, after consultation with Mr. Gladstone, for August the 8th.

THE DEPARTURE of James Carey from Dublin last week has been dramatically told by the correspondent of the *Daily News*. He had long held out for a written pardon and a money reward, which Lord Spencer was determined to refuse. After lock-up hours on the night of the 2nd inst. he was called for by an officer high in the detective service, put into a cab, and offered then and there his choice between going abroad, with his passage paid to a place selected by the Government, or being left in the streets of Dublin. Driven to bay, he chose the first alternative, and was conveyed in the same cab to Kingstown, where he slept on board the steamer, proceeding next day in charge of an officer to London, where his family had preceded him. Here he was taken to a steamer on the point of starting, and his passage warrant handed him in a sealed envelope, his ultimate destination being kept secret even from the detective who had accompanied him. All that can be said is that the steamer is eastward bound, and that the approver will disembark at one of her many ports of call. This week a successful application was made by the Collector of Rates for Dublin to have Carey adjudicated a bankrupt. The deeds of assignment to his brother-in-law and nephew were described as "fraudulent."

THE CITIZENS OF CORK have been much relieved by the discovery in a field near the town of a box containing 1½ cwt. of dynamite, supposed to have been part of the explosives stolen from the magazine of Messrs. Cooke in 1881. A parcel of detonators stolen about the same time from another magazine had been previously dredged up in the river.—Sentences ranging from fourteen years' penal servitude to two years' imprisonment were passed on Monday upon the four young men found guilty at the Sligo Assizes of an attempt to blow up Weston House, the residence of Sir T. Malen's agent.—Another demonstration in honour of Archbishop Croke, "the Moses of the Irish people," took place at Fethard at the consecration of a new church. In acknowledging an address, his Grace observed that he had "good reasons" for not receiving, or at least for not replying to any more addresses. "They understood him and he understood them, and that comprehended a great deal."—The Roman Catholic Bishops have issued a manifesto condemning State-aided emigration, and advocating migration to the lands from which the people have been driven in recent times, and which are now in grass and in many cases deteriorating.—The first batch of pauper emigrants sent back from New York arrived at Queenstown on Tuesday. They numbered seven adults and nine children.—Much disappointment has been felt at the contemplated abandonment of the Irish Sunday Closing Act.

DISSATISFACTION at a reduction of 3d. per ton in the wages of the Staffordshire ironworkers led last week to the most serious rioting known in that county for many years. A mass meeting at West Bromwich on the 5th was followed by an attack in force on several firms in Bilston, Wolverhampton, Willenhall, &c., in all of which the hands were compelled to knock off work, and next day

the rioting was renewed, with a successful assault on the Darlaston Green Ironworks, where one of the proprietors was only saved from severe injury by the watch-dog. Messrs. Banner's Works, at Wolverhampton, which had also been threatened, were strongly guarded; and on Saturday further outrages were checked by the concentration on the disturbed districts of 500 picked policemen, armed with cutlasses. At a meetings of the Wages Board the men were urged to keep their agreements pending any revision of wages, and their action was strongly censured by their own secretary, Mr. Capper. Notwithstanding this, few resumed work at the beginning of the week, and at the open-air meetings the majority have advocated a two months' notice, and "playing the notice out." The men (who demand an advance of 6d.) are said to be of opinion that the Arbitration Board requires to be reconstituted.

AN INQUIRY into the causes of the disaster on the Clyde was opened on Tuesday by Sir E. J. Reed, M.P., under instructions from the Government. The evidence of Mr. J. Stephen, the only member of the firm present at the launch, quite satisfied the Court that there was no fault in the launching ways and appliances. The *Daphne* has now sunk twenty feet by the stern, and it will be necessary to employ pontoons to raise her. Eighty bodies have been recovered, all of which have been identified.

THE JURY at the inquest on the Monkwearmouth victims of the Sunderland disaster have returned a verdict on the main issue in agreement with the finding of the Bishopwearmouth jury; but have appended sweeping censures on all concerned—on Messrs. Fay and Coates for not providing sufficient attendants; on the care-taker for not informing Fay of the existence of the door, and for not fastening it securely to the wall; on the directors of the Victoria Hall Company, the parents and relatives of the children, and the masters of the various school who allowed the children to be canvassed. But the negligence seemed in no instance sufficient to warrant a verdict of manslaughter.

THE GOVERNMENT HAVE PURCHASED the Stowe MSS. in the Ashburnham MSS. collection for 45,000l. The Irish portion of the MSS. will be deposited in Dublin.

THE NEW BUILDINGS OF THE CITY OF LONDON COLLEGE were opened on Saturday last by the Prince of Wales; and on Tuesday the New Chelsea Hospital for Women suffering from incurable disorders was opened by the Duchess of Albany. The wealthier patients will pay something for their accommodation, the poor will be received gratuitously.

THE LATE DUKE OF MARLBOROUGH, of whom we give a memoir in another page, was buried on Tuesday in Blenheim Palace, where the body lay in state all Monday.

THE SAVAGE CLUB COSTUME BALL.—Next week we shall publish engravings and a full account of this entertainment.



GOING back to Friday, the Parliamentary week has been one of unusual interest. On Friday the Women's Suffrage Question came up, Mr. Hugh Mason now appearing as champion for the ladies in place of Mr. Jacob Bright. It was expected by the supporters of the motion that in a new Parliament, largely recruited in the Radical wing, they would find many additional supporters, and would even increase the majority gained in a Conservative Parliament. The result showed that this confidence was misplaced, the motion being rejected by 130 votes against 114.

Mr. Bradlaugh quite unexpectedly turned up on Monday, not bodily in his accustomed place under the Gallery, but in debate in the House. He had sent to the Prime Minister a letter announcing his intention of taking his seat on a day which he did not specify. With an alacrity which is not free from suspicion of ulterior motive he obtained publication of this letter, which, whether designed or not, had an immediate effect upon the Conservatives. A whip was issued in all haste, bidding members be in their places on Monday night, and Sir Stafford Northcote went down armed with a resolution similar to that passed last year. The house was crowded in every part when the Leader of the Opposition rose to ask the Premier whether he had received the letter which appeared in public prints; and, if so, what course he proposed to take. Mr. Gladstone admitted receipt of the letter; but quietly answered that the initiative in any course that might be adopted must lie with those who had hitherto advised the House on the subject, and whose advice had been accepted.

Sir Stafford Northcote was evidently prepared for this answer, and, producing his resolution, formally moved it. It was to the effect that the Serjeant-at-Arms be instructed to exclude Mr. Bradlaugh from the House until he gave a pledge not to disturb its proceedings. The House showed a very wholesome disinclination to debate the well-worn subject. Even Mr. Labouchere was able to discharge his conscience in a speech five minutes long, the principal point of which lay in the declaration that he would take a division. Mr. Gladstone did what he could to dissuade his eccentric follower from adopting a course that could have no other result than to waste so much time. But consciences below the Gangway on the Ministerial side are exceedingly scrupulous. Nothing less than a division would satisfy them, and this being taken, showed 232 for the motion of expulsion, and 65 against. The minority, though small, was notable. Mr. Gladstone had followed up his protest by walking out of the House when Mr. Labouchere announced his intention of pressing a division. He was followed by Lord Hartington, Mr. Childers, and over a hundred members of the Liberal party, chiefly sitting behind the Treasury Bench. The Radicals below the Gangway only gathered closer together, and were encouraged by discovering on the Treasury Bench that Mr. Chamberlain, Sir C. Dilke, Lord Edmond Fitzmaurice, Mr. Mundella, Mr. Fawcett, and Mr. George Russell were ready to vote with them. As on former occasions, the Conservatives had the support of the Land Leaguers.

Since some conflict with Mr. Bradlaugh was inevitable before the close of the Session this episode could not be greatly deplored. It lasted little more than an hour, and was conducted with great moderation. When it was over the Premier rose, and made the expected Ministerial statement with respect to Bills.

Reversing the order in which the Premier put matters, it may be stated that eight Bills were forthwith abandoned. These were the Rivers Conservancy Bill, the Charitable Trusts Bill, the Scotch Universities Bill, Representative Peers (Scotland) Bill, the Police Superannuation Bill, Naval Discipline Bill, the Ballot Bill, and the Irish Sunday Closing Bill. With respect to the two latter, the gravity of this step is minimised by the fact that there would be no variation of the existing state of things. Both Bills will be included in the Expiring Laws Continuance Act passed at the end of each Session. With respect to the Irish Sunday Closing Bill, it may be explained that it proposed to include within the operation of the Act the five large towns hitherto left outside it, and the failure to accomplish this end has created profound resentment on the part of the temperance body in and out of Parliament. With respect to three other Bills, the Welsh Education Bill, the Detention in Hospitals Bill, and the Criminal Law Amendment Bill, the Premier asked leave to postpone a decision for ten days or a fortnight. That is, however, a well-meant effort to ease an inevitable

fall, and has wholly failed in producing an effect. Every one knows that the position of these Bills will be worse ten days hence than it is to-day, and their practical withdrawal is everywhere acknowledged. The measures which the Government seriously intend to pass are the Corrupt Practices Bill, the Agricultural Holdings Bill, the Bankruptcy Bill, the Patents Bill, and, though this is not a certainty, the Criminal Appeal Bill. There is a group of half-a-dozen smaller measures, chiefly relating to Ireland, which it is also intended to deal with. But with respect to the larger measures named it is evident that the mind of the Government is made up; and though no definite declaration was made on the subject, it is plain that the House will not rise till they have become law.

As in all his recent announcements with respect to the disposal of business, Mr. Gladstone was studiously conciliatory, whilst at the same time he managed to convey to the House an intimation that the Government had put their foot down with respect to particular Bills. The consequence of this attitude, and of the period of certainty into which the House had now entered, was immediately seen. Although the Committee on the Corrupt Practices Bill was delayed by the Bradlaugh incident, and by the long discursive conversation which followed upon the Ministerial announcement, not less than twenty clauses were dealt with before progress was reported. On Tuesday morning a similar business-like aptitude was displayed. The remaining clauses in the Bill as submitted were dealt with, and some way was made with the new clauses. On Wednesday the Bill was taken up again, but not completed, several new clauses and the whole of the schedules being left for Thursday.

Tuesday night was reserved for Mr. Chaplin's motion with respect to the Importation of Foreign Cattle, and it supplied an additional reason why the Government should rejoice at the fact that they have got on their hands the whole of the time of the House with the exception of Friday nights. Mr. Chaplin's motion was carefully worded, though Mr. Mundella roundly declared that its adoption would be the absolute prohibition of importation of cattle, which would mean the diminution of the fresh meat supply of the country by one-sixth. Mr. Chaplin was anxious to divest his motion of all political bearing, though the Conservatives voted in a body for it, and it was generally opposed from the Liberal benches. From the first it was known that the division would be a critical one. County members on the Liberal side could not be depended upon in a question where the interests of the producer are so closely concerned. The result showed that these anticipations were well founded, many Liberals contributing to swell the majority of 200 which carried the motion against a minority of 192.

Amongst miscellaneous topics of interest in the Parliamentary week are the passage of the Patents Bill and the consequent dissolution of the Grand Committee on Trade, which thus completed its labours; the rejection of the Channel Tunnel scheme by the Joint Committee; the announcement of the conclusion of the arrangements for a second Suez Canal; and the grave announcement made by the Premier of the outrage on the British flag in Madagascar.

NEW MUSIC

MESSRS. ENOCH AND SONS.—Two songs of a type which is always much liked at a musical reading or people's concert as a contrast to more grave and scientific music, are "Five o'Clock Tea" and "Sour Grapes," the lively words are by Knight Summers, the music by Henry Pontet, published in two keys.—Of the same serio-comic school is "No, Thank You, Tom!" written and composed by Frederick E. Weatherly and Joseph L. Roedel.—A very pleasing song, words by Cotsford Dick, is "Once, Only Once!" of medium compass, published in two keys.—Of more than average merit is a graceful love song for a baritone or tenor, "What Shall I Say?" written and composed by Cotsford Dick and F. N. Löhr.—Most charming of all the group is "This Is My Dream," the poetical words by Mary Mark Lemon, the music by Milton Wellings, published in three keys.—Sprightly and danceable is "Me Voilà," a tuneful polka, by Joseph Meissler.

MESSRS. METZLER AND CO.—A truly welcome addition to the Sunday repertoire in the home circle will be found in five sacred songs, music by Frederic H. Cowen.—"Evening Hymn," the words by Adelaide Procter, are full of devotional feeling.—"The River Shore," the graceful poetry is by the author of "John Halifax."—"Passing Away" is one of Mrs. Hemans's beautiful poems; this song is for a bass voice; it has an organ *obbligato ad lib.*—"Light in Darkness," the consolatory words are from the *Quiver*.

MESSRS. J. McDOWELL AND CO.—Three cleverly-written pieces for the pianoforte, especially suited for school purposes, by G. Bachmann, are respectively: "Ronde Bretonne," a *caprice de genre*, which will be the most popular of the group; "Marche Tcherekese," a quaint and spirited *morceau*; and "Sérénade Napolitaine," a bright and moderately difficult piece. These three pieces are published as solos and as duets.

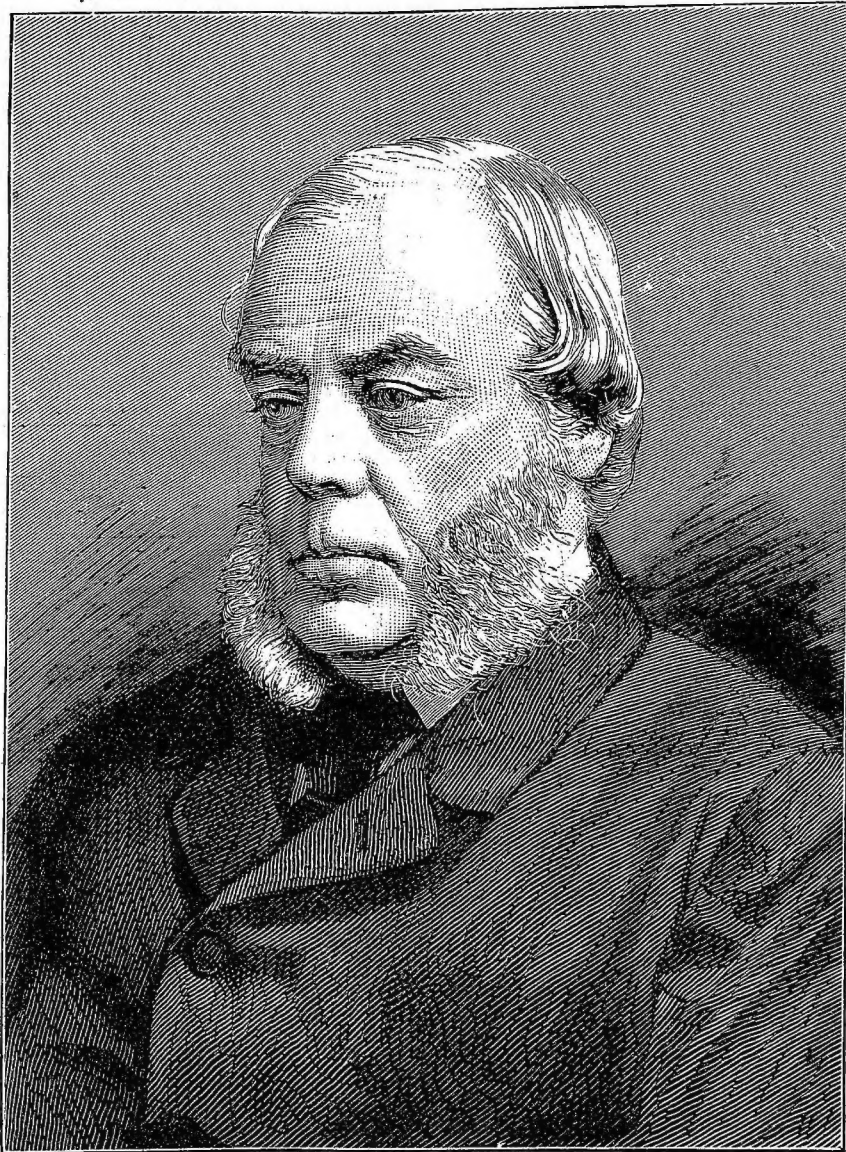
JOSEPH WILLIAMS.—For four sacred songs James Butler Fortay has supplied the music. "Pity" is a thoughtful poem, by the Rev. J. Burbridge; the words for the three other songs are by the Rev. F. L. Downham. Although there is nothing very original in either words or music of these songs, they will make a variety in Sunday evenings at home. "Night and Morning" is the most pleasing of the set, both as regards music and words; it is for a mezzo-soprano.—"Faithful Unto Death" is a pathetic poem of the battle field.—Of a cheerful but more commonplace type is "Joy Cometh in the Morning," compass from E on the first line to F fifth line.

MESSRS. W. SWAN-SONNENSCHNEIN AND CO.—We noticed some short time since *The Musician*, a guide for pianoforte students, by Ridley Prentice, which is published in six grades. Grade II. is now before us. The plan on which it is arranged is novel and clever, and well worthy the attention of a diligent student. An essential feature of the book is that it accompanies the pianist throughout the entire course of study, supplying explanations and an analysis of each separate piece. These analyses contain examples of the works of all the best masters ancient and modern.

MISCELLANEOUS.—"Thirty-four Original Tunes," composed by Mrs. Mounsey Bartholomew, and set to favourite hymns by Milton, Heber, Montgomery, Keble, and others, are very excellent as musical compositions, and will in many cases prove a welcome change from the familiar tunes which have become wearisome from constant repetition; but there are some few hymns so closely associated with the tunes to which we are accustomed to hear them sung, that it is a mistake to re-set them. As a whole this little volume will be welcome to all church choirs and congregations (Messrs. James Nesbitt and Co.).—"Supplemental Tunes, with Hymns," specially intended for Sunday Schools, are well adapted for that purpose; the music, by John Ireland, is singable for children, and in more than one case rises above mediocrity. There are twenty of these hymns, the words for the most part already well known (Messrs. Houlston and Sons).—"Original Compositions for the Organ" have now arrived at their nineteenth number, and continue well up to the standard of excellence with which they commenced. Worthy of special mention are "Postlude in C minor," by Dr. Steggall (No. 12); "Three Canons," by W. G. Wood (No. 14); "Andante in G," by Herbert Wareing (No. 18); and "Andante in A and Minuet in A," C. H. Lloyd (No. 19).—Two good and pleasing pieces for the pianoforte are: "Tarantelle in G minor," by G. J. Rubini; and "Euphrosia," by T. Merton Clark (Alfred Cox).—"Encore Une Fois Valse," by Caroline Lowthian, is a flowing and graceful melody; the time is well marked (Messrs. J. B. Cramer and Co.).

THE LATE DUKE OF MARLBOROUGH

JOHN WINSTON SPENCER-CHURCHILL, seventh Duke of Marlborough, was born at Garboldisham Hall, Norfolk, June 2nd, 1822. His mother, Lady Jane Stewart, was the eldest daughter of the eighth Earl of Galloway. He was educated at Eton and Oriel College, Oxford, and, with one or two intervals, sat as Marquis of Blandford in the House of Commons from 1844 to 1857, when he acceded, on the death of his father, to the family honours. From 1876 to 1880 the Duke was Lord Lieutenant of Ireland, a post which he had previously declined, but which he filled with distinction and ability. During his Viceroyalty the Duchess was most energetic in her efforts to mitigate the distress which had arisen in Ireland, and which was the exciting cause of all the subsequent agitation. It was to the Duke of Marlborough on the eve of the last General Election that Lord Beaconsfield addressed that famous letter which was pooh-poohed by his opponents, but the statements in which have since unhappily proved only too true. The late Duke of Marlborough, without being an eminent statesman, was an excellent specimen of a sensible, honourable, and industrious public man. So long as the aristocracy produces such men it need not fear any diminution of influence. He was especially interested in Church matters, and will perhaps be best remembered as the author of the Act (known as the Blandford Act) for strengthening the Established Church by the subdivision of extensive parishes and the creation of smaller vicarages or incumbencies. His last public appearance was when, in one of the best speeches made on his side of the question, he successfully opposed the third reading of the Deceased Wife's Sister Marriage Bill. The Duke did not feel quite well on the morning of Wednesday, the 4th inst., but afterwards seemed much better, and in the evening sat for a long time talking to his younger son, Lord Randolph Churchill. On the following morning he was found lying dead on the floor of his room. His death was attributed to an attack of *angina pectoris*, though he had not suffered from the usual tokens of that



HIS GRACE THE DUKE OF MARLBOROUGH, K.G.
BORN JUNE 2, 1822; DIED JULY 5, 1883

terrible disease. In 1843 he married the eldest daughter of the third Marquis of Londonderry, by whom he has left surviving issue two sons and six daughters. He is succeeded by his eldest son, George Charles, Marquis of Blandford, who was born in 1844.—Our portrait is from a photograph by the London Stereoscopic Company, Cheapside and Regent Street.

FUNERAL OF MR. SPOTTISWOODE

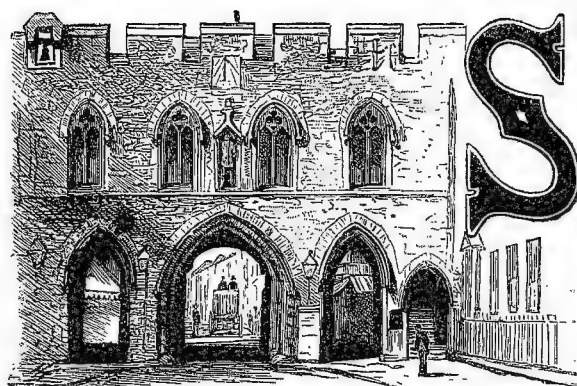
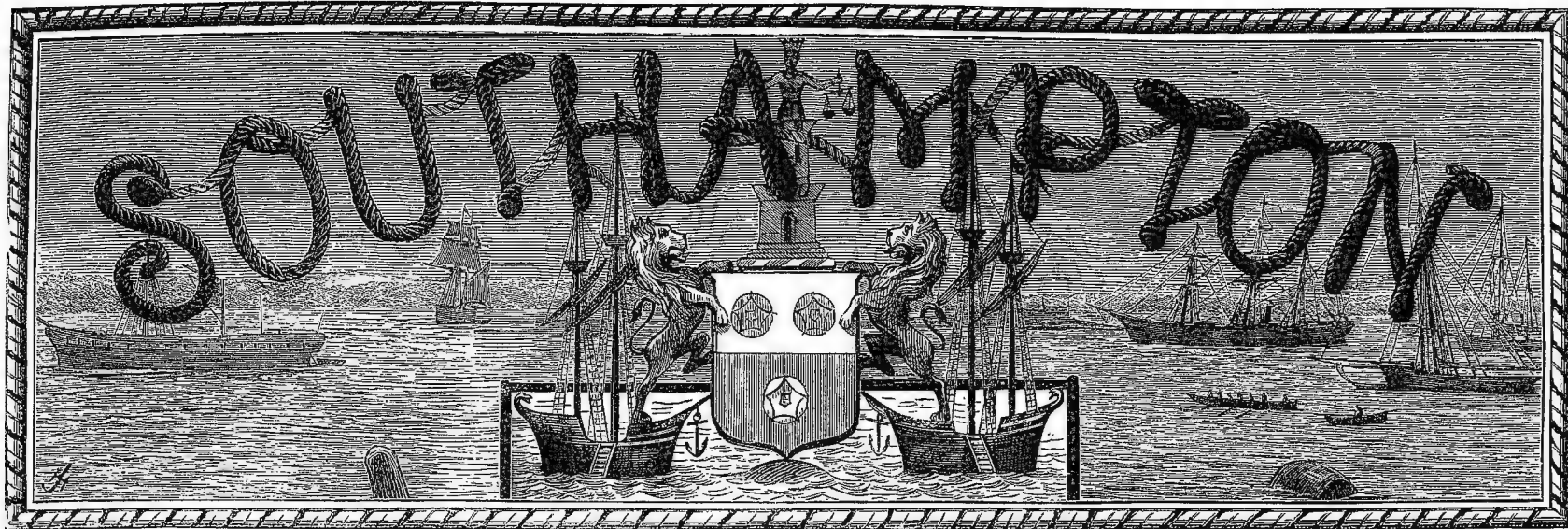
THIS event took place on July 5th in Westminster Abbey with a simplicity of ceremonial and an absence of all show for show's sake, befitting the closing scene of a career of quiet, earnest, unpretentious usefulness. The aisles of the great church were, however, thronged by thousands who had loved and respected the man. Chancellors of Universities, Heads of Colleges, Church dignitaries, scientists, and publishers and printers were there gathered together; a number of seats in the north transept being specially reserved for the *employés* of the firm with which the deceased was connected. The coffin was almost hidden by masses of flowers, and ordinary carriages were substituted for mourning coaches. The funeral was conducted by the Dean, who, on the following Sunday, preached an *In Memoriam* sermon.

THE TERRIBLE DISASTER IN THE CLYDE

OF the sad calamity which took place at the launch of the *Daphne* we gave a full account last week. Since then divers have been engaged with the twofold object of recovering bodies from the wreck, and of closing the openings in the vessel's deck so as to allow the water to be pumped out of her preparatory to raising her. As the bodies were recovered, they were landed, removed to the mortuary, and placed in coffins. Of the seventy-five thus far recovered, almost all have been identified. Subscriptions are being raised in the Burgh of Govan on behalf of the bereaved relatives.



THE FUNERAL OF THE LATE MR. W. SPOTTISWOODE, PRESIDENT OF THE ROYAL SOCIETY, IN WESTMINSTER ABBEY

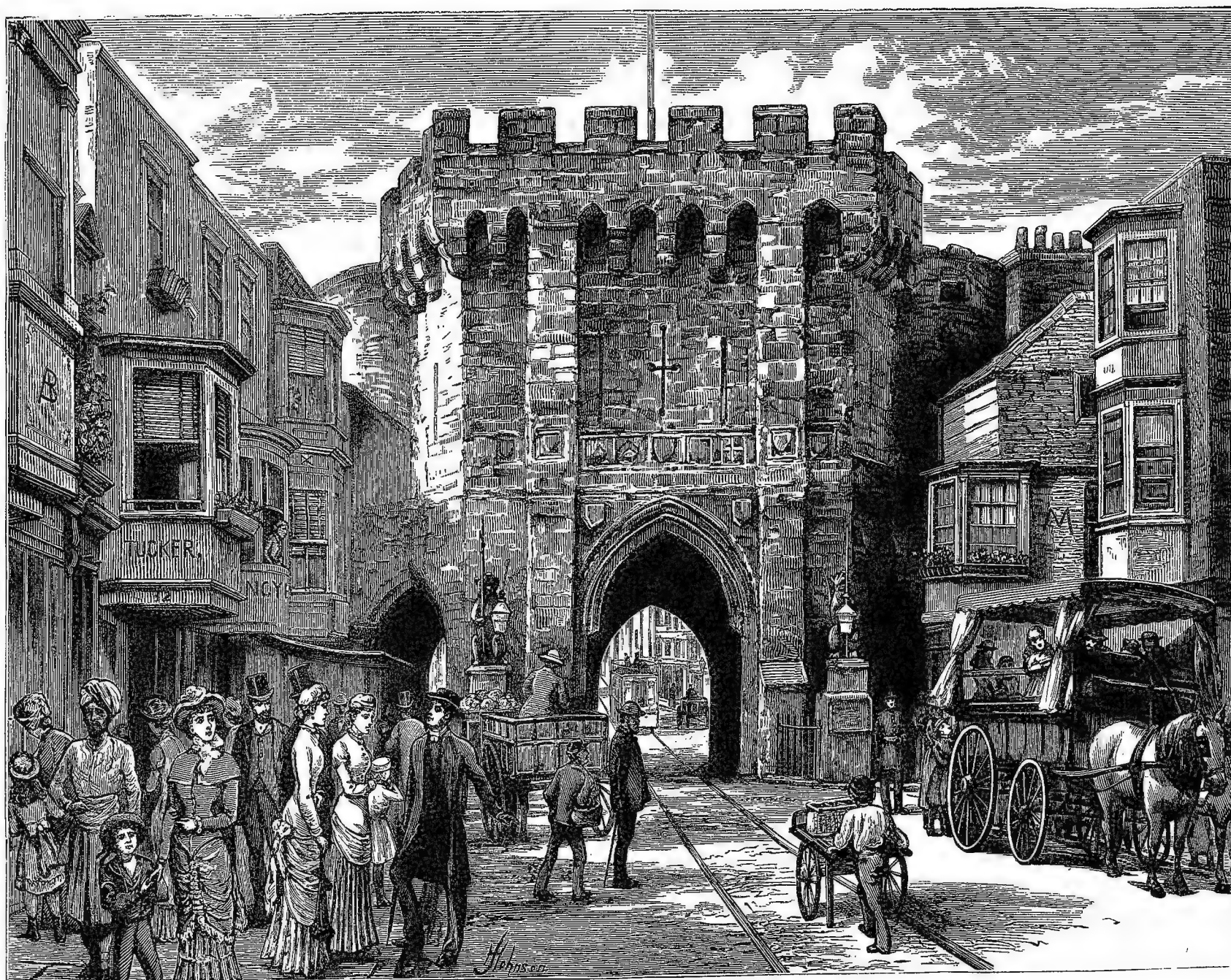


THE GUILDHALL

SOUTHAMPTON has for a second time been honoured with the visit of the British Association for the Advancement of Science, but the honour was to some extent mutual. No more interesting or convenient place of meeting could well be found on the Southern Coast, and its proximity to the Continent—with which it has direct communication by steamboat—increased its eligibility to many who attended the meetings. Rich in its historical associations, and unique in its modern commercial development, Southampton occupies geographically a position of exceptional advantage. Situated upon a shelving promontory, stretching out into a magnificent tidal



SOUTHAMPTON COMMON



THE BAR GATE

estuary, between two winding rivers, with the Isle of Wight seaward as a natural breakwater, and a wealth of picturesque scenery surrounding it inland, Southampton occupies a site which certainly does credit to the wisdom of our ancestors who selected it, and presents attractions not often to be met with, even in the coast towns of Great Britain. It combines marine and rural beauties in a pre-eminent degree. The waters of its river-fed estuary, opening east and west into the deepening channels of the Solent, place it within an hour's reach of the "Garden Isle;" while the high ground, with its charming views in the rear of the town; the New Forest, with its grandly romantic features, to the south-west; the historic remains of Netley and Beaulieu Abbeys adjacent; and the fine old Cathedral City of Winchester, only half an hour's remove to the north—present a remarkable combination of attractions. When the British Association first met here, in 1846, Southampton was in a transition state. The interval has been essentially one of change, and very largely one of progress, both materially and commercially. The extent and character of these changes will, perhaps, be the more vividly realised if we go back to earlier days, and give some indications of what Southampton was as compared with what it now is.

ROMAN AND SAXON REMINISCENCES

SOUTHAMPTON has an ancient as well as a modern history. Though its very earliest existence, as seen through the dim vista of an unrecorded past, appears shadowy and indistinct, there can be no doubt that it was a place of some importance in the time of the Roman occupation. Clausentum, now known as Bitterne Manor, on the eastern bank of the River Itchen, about a mile-and-a-half from the town, was unquestionably a fortified station. Its position secured to the first conquerors of Britain the command of the nearest harbour to Winchester, whence their great road branched off in eastern and western routes to the north; whilst it also enabled them to overawe an important native settlement on the spot, and to dominate the southern coasts. Relics of Roman masonry, monumental stones, pottery, coins, and metal instruments, have been found on the site of Clausentum, which is now but a short distance outside the borough boundaries. A large number of the coins may be seen in the Hartley Museum. Southampton afterwards became a Saxon settlement. Cerdic, the founder of the Kingdom of the West Saxons, and his son came here with a fleet in 495. They met with determined resistance, but maintained themselves for six years until assistance arrived, when the Britons were driven inland and defeated, and the Kingdom of Wessex was finally established, with Cerdic as its king, and Winchester—the Venta Belgarum of the Romans—as its capital. Southampton is mentioned in the Saxon Chronicle under the year A.D. 873, where it is spoken of as "Old Hamtun." There is little doubt that at this time it was a fortified place, with walls, and probably a castle and keep on the hill at the north-west. During the ninth and tenth centuries the town suffered terribly from the ravages of Danish marauders; but, notwithstanding these, it seems to have occupied a position of commercial importance, as in 928, under Athelstan, it had two Mints, which would only be possessed by towns of very considerable wealth and population. Some sixty years later "South Hamtoun" suffered from a more formidable invasion of the Northern Sea Kings, who laid the country waste and wintered in the town. Ethelred the Unready, instead of fighting, bribed them to go away with a payment of sixteen thousand pounds in silver. This only kept them off for two years, when they again returned to their work of pillage and plunder, and were a second time bought off, with twenty-four thousand pounds. These payments originated the odious impost of *Dane-gelt*—the tax to raise money wherewith to bribe the Danes to peace. Some compensation was afterwards obtained by the town in the position which it held under the Anglo-Danish government of Canute. In 1016, during Canute's dispute with Edmund Ironside, he summoned an assembly of bishops, abbots, and nobles, to Southampton, to swear fealty to him. The Kingdom of Wessex thus came under his immediate personal rule. Winchester was then the capital; but to a sailor king, Southampton, its port, became the more attractive place. It was his frequent residence, and no doubt derived considerable importance as well as advantage from the resort of his fleet and Court. Here it was that the oft-quoted incident is said to have occurred of the King rebuking his courtiers by ordering the waves to retire. "Canute's Point"—a projection of the shore, near the mouth of the River Itchen—was for centuries carefully preserved by a line of piles driven into the beach at the spot where this celebrated but much embellished reproof was administered. Modern enterprise has, however, completely effaced the spot; and the nearest indication of the locality is the highway on the land side of the Docks known as Canute Road. Of "Canute Palace" there are still some remains in the narrow thoroughfare known as Porter's Lane, near the Town Quay. The position fully justifies the presumption of its identity; but the ignoble purpose to which the remains have been devoted ill requites the consideration which the Saxon King seems to have shown towards the town.

CHANGES AFTER THE CONQUEST

WHEN the Norman Invasion took place, Sir Bevis, Earl of Southampton, offered a stout resistance, and for many years struggled, though vainly, against the power of William the Conqueror. Probably on this account, Sir Bevis afterwards became the hero of one of those metrical romances which had so firm a hold on the popular tastes of the Middle Ages. Meeting an enormous giant, Ascupart, Sir Bevis is said to have defeated him, but spared his life, and made him his squire. Until recently the two chief figures of this romance were perpetuated by large paintings on the north side of the Bargate. Their condition, however, being none of the best, and their value as works of Art more than doubtful, they were removed, and deposited as a kind of venerated lumber in the Guildhall over the gate. There is a sword still preserved in Arundel Castle which is said to be the famous weapon, known as Morglay, which Sir Bevis

wielded. Southampton is described in "Domesday Book" as a burgh, or borough, held by the King in demesne, and as containing seventy-nine burgesses, who paid him, as they did in the time of Edward the Confessor, 7¹/₂ rent. It appears probable that its liberty of trading as a burgh was derived from, and exercised directly under, the protection of the King, as Southampton does not appear to have ever been under the domination of any one noble. The Kings of England being then also Lords of Normandy, the convenient position of Southampton as a port of embarkation and landing no doubt made it the highway for the passage between the French and English possessions of the monarchs who swayed the sceptre for some time after the Conquest, with their nobles, attendants, and courtiers. Hence, too, it was probably fortified according to the fashion of the times. Southampton was first incorporated by charter in the reign of Henry I. Four churches are then mentioned as existing in the town. Successive Sovereigns confirmed and enlarged the privileges granted by the first charter. King John, who is said

their fate. Another historical departure of a very different character, but not less important in its results, is also connected with Southampton. The *Mayflower*, with the Pilgrim Fathers on board, finally sailed from Plymouth, but there can be no doubt that the now famous vessel had previously got ready for her memorable voyage in our Western bay; and that she conveyed from these shores, in 1620, the devoted band who were to be the witnesses for religious freedom in the New World, and to become the founders of a new empire on the other side of the Atlantic. Southampton was selected by Edward I. as one of the seven towns in Hampshire to send burgesses to Parliament. In the time of the Tudors, it had a high reputation for feasting, and to such an extent does this seem to have been carried, that even Henry VIII. issued an Order in Council for its limitation. It is by no means surprising to find that this same Henry visited Southampton on more than one occasion, and is said to have stayed with Anne Boleyn in a house still standing in St. Michael's

Square. Not improbably he had an eye to the religious foundations in the neighbourhood, whose revenues he not only appropriated at the Dissolution of the Monasteries, but turned even the stones of their temples to account by erecting new forts and strengthening his battlement on the seashore around Philip of Spain arrived here with a fleet of 160 sail, in 1554, and, having been invested with the Order of the Garter, was subsequently married to Queen Mary at Winchester. Six years later, Queen Elizabeth visited the Earl of Hertford at Netley Castle, staying at Southampton on her way to Winchester, and subsequently granted to the town the arms it has borne ever since. Charles I., to avoid the Plague, came here from London in 1625, and deliberated at a house in the High Street with

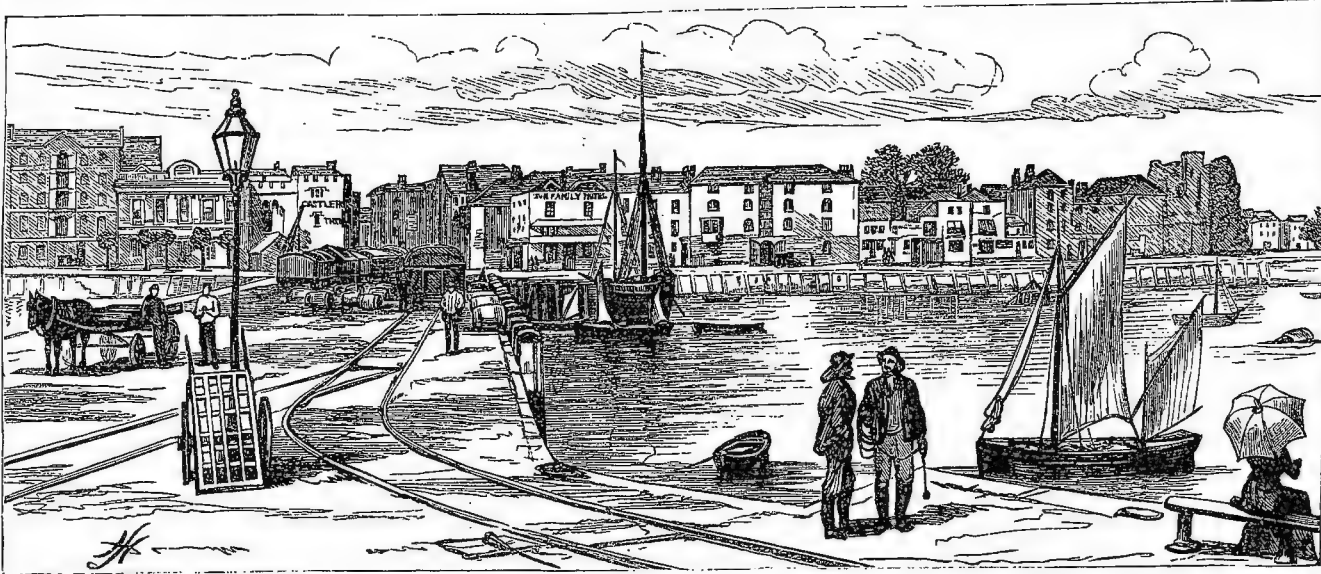
the Ambassadors of the Netherlands, on the subject of an alliance. By this monarch the last and governing charter of the borough previous to the Municipal Reform Act was granted in 1640. During the Commonwealth Southampton seems to have made a virtue of necessity in yielding allegiance to the Protector. Oliver Cromwell was connected with the neighbourhood by the marriage of his son Richard with Dorothy Major, heiress of Hursley.

A CENTURY AND A HALF OF DECAY

THE events which followed the Restoration had a very important influence upon Southampton both religiously and commercially. The Ejection of 1662 vacated two of its parish churches. The Rev. Giles Say was expelled from St. Michael's, and the Rev. Nathaniel Robinson from All Saints', for refusing to comply with the Act of Uniformity. Both were imprisoned. The latter became pastor of a congregation of Dissenters who, in spite of severe persecution, met stealthily for the purpose of worship in private houses, and so zealously and persistently carried on their work as to become the founders of the important Independent community which has since worshipped in Above Bar Chapel. The father of Dr. Watts was one of the first deacons at this Nonconformist Church, and the first name on its baptismal register is that of Isaac Watts himself. His father was imprisoned for his Nonconformity, in the South Castle, where his wife came daily with the infant Doctor in her arms to sit outside the walls, and converse with her husband through the grated cell. The site upon which the Above Bar Chapel and Watts Memorial Hall now stand was originally the garden of Dr. Watts's father, and was conveyed by him to the religious community with which he was associated for Congregational purposes. Many of Dr. Watts's well-known hymns were composed specially for worship at this place; and were sung from the original manuscript. The great calamity which visited this country soon after the Restoration exercised a most deplorable effect upon the fortunes of Southampton. In 1348 the town had been wasted by the Black Pestilence; and in 1663 the Plague attacked it with great virulence. The richer inhabitants fled from the town panic-stricken; the shops were all shut, and the streets entirely overgrown with grass. Famine as well as pestilence threatened the utter destruction of the poor people who remained. A subscription was set on foot to supply their needs; and nearly two thousand pounds were collected; Charles II., who had fled to Salisbury from the plague then raging in London, contributing fifty pounds. Such was the state of decay into which the town fell, that for a period of 150 years it never recovered its former prosperity. Gibson, writing in 1695, says that "Southampton having lost its trade has also lost most of its inhabitants. The great houses of its merchants are now drooping to the ground, and only show its ancient magnificence." There were some signs of revival under George III., though in a different direction. Encouraged by the patronage of Royalty, a number of well-to-do people were attracted to Southampton as a sea-side place of residence, or retirement, celebrated for a Spa of curative water, which still exists, though almost forgotten, in the grounds of the Royal Victoria Rooms. But, notwithstanding this, at the beginning of the present century Southampton was nothing more than a quiet, intensely respectable, decayed old town, with a population of less than 8,000.

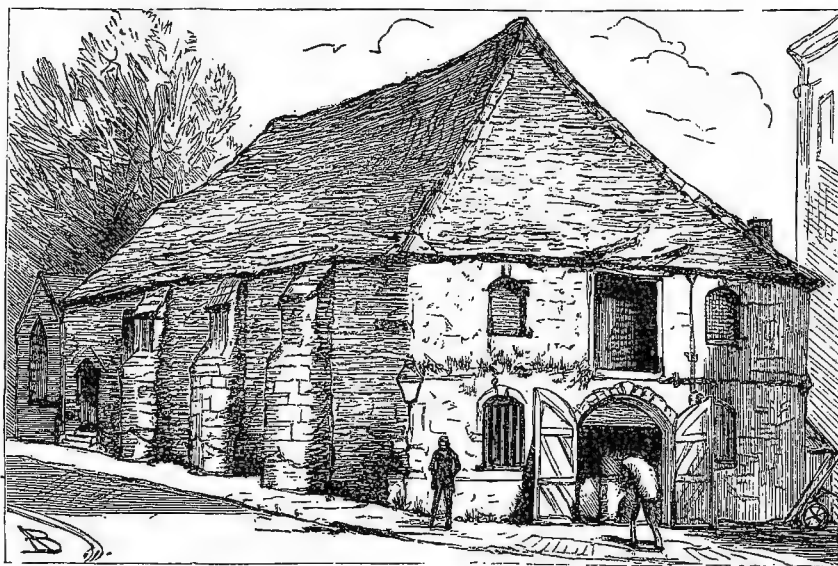
REVIVAL, AND COMMERCIAL PROGRESS

HISTORY repeated itself during the last decade of the last century in the number of military expeditions which started from Southampton. In 1794 the army under the Earl of Moira, destined for Ostend, was encamped on Netley and Bursledon Commons; and the sadly-mismanaged expedition to Quiberon sailed from this port. A year later the troops for the West Indies, who afterwards suffered so much from pestilence, had their rendezvous on Shirley Common. The army for the Helder expedition was also encamped at Shirley before being ordered to embark at Yarmouth; and in 1799 the troops which fought in Egypt under Sir Ralph Abercrombie were tented at Netley and Bursledon. During the great war with France Southampton raised five companies of Volunteers, including one of cavalry, and one company of Sea Fencibles. Soon after, a circumstance occurred which marks a turning point in its modern history.



View from the Royal Pier

to have resided for some time in the town, conferred upon the burgesses freedom throughout his dominions from tolls and passage at fairs and markets, and all similar customs. He also farmed the customs of Southampton with those of Portsmouth and other ports to the burgesses of this town at an annual rent of 220^l. The proximity of Southampton to the French coast operated, no doubt, to make it in this reign the King's wine-cellar, and helped to secure for it in the time of his successor the position of second wine port in the kingdom. Some of the large cellars constructed for this trade are still in existence, and are used for a like purpose to the present day. Southampton was the only port at which the Portuguese could land their Canary wines, until the City of London purchased the concession at a handsome sum. Stannaries were also established in the borough for the regulation of disputes in the tin trade, and



Old Saxon Building

until a comparatively recent period the western shore, once the chief resort of vessels laden with tin, was known as Tin Shore. Textile manufactures were then more common in the South than now, the Linen and Woollen Halls, with a Port Weigh House, being prominent in the commercial operations of the port.

Several religious Orders sprang up in the neighbourhood of Southampton at a comparatively early period. The Priory of St. Dionysius—some ruins of which still exist in the suburb of St. Denys—was founded by the successors of certain missionary monks, known as the Black Canons, who settled here in 1124. The Cistercian Monks founded Beaulieu Abbey on the southern bank of the Southampton Water in 1204, and their establishment prospered so well as to induce them to build Netley Abbey on the opposite bank, some thirty-five years later. Nor was there any lack of monks in the town itself, since the Grey Friars' College, on the present site of Gloucester Square, the Hospital and Chapel of God's House close by, and the Lepers' Hospital in French Street, afforded ample scope for the pursuit and exercise of their particular calling.

LATER TIMES AND GREATER THINGS

FROM the time of Edward III. Southampton suffered for many years from the attacks of the French almost as much as it had previously done from the assaults of the Danes. This experience, however, was varied by the despatch of frequent expeditions from its shores. Edward III. and the Black Prince embarked here with the army, carried in 1,600 war galleys, which fought and won the memorable Battle of Cressy. Henry V. also set sail from Southampton with his 24,000 archers and 6,000 men-at-arms, who gained the brilliant victory of Agincourt. While the army was mustered in the town and waiting for a fair wind, a plot to murder the King was discovered. The leaders were Lord Scrope of Masham, Sir Thomas Grey of Heton, and the Earl of Cambridge. They were executed after a hasty trial, and buried in God's House Chapel, where a monument still commemorates their conspiracy and records

In 1803 an Act of Parliament was passed for extending the quays and making docks. But although Mr. Rennie, after surveying the port, had strongly urged the construction of docks, the powers obtained in this respect were not made use of; and a renewal of the project in 1810 met with no better success. Other elements of commercial movement meanwhile came into existence, and exerted an unexpected influence on the fortunes of the port. In 1820 the first steamer began plying on the Southampton Water; and in 1822 steam communication was opened with the Channel Islands—a company being formed for conducting that enterprise two years later. These small beginnings soon had an appreciable effect upon the revival of the town. In 1821 the population (which in 1811 was 9,617) had risen to 13,353; and in 1831 it had grown to 19,324. Further though comparatively small efforts continued to be made to increase the steam-shipping trade of the port. The Commercial Steam Packet Company and the South of England Steam Navigation Company were both formed in 1835. But the two great enterprises which contributed more than anything else to the commercial development of Southampton were the railway and the docks. The plan for a railway from London to Southampton was mooted as early as 1825. It was energetically taken up by many of the leading inhabitants in 1830, and three years later, the scheme having been matured, a Bill was brought into Parliament, which finally received the Royal Assent in July, 1834. The works were commenced early in 1835. The sections of the line from Nine Elms to Basingstoke and from Southampton to Winchester were first opened. The eighteen miles between Winchester and Basingstoke were subsequently completed; and communication by rail between London and Southampton was finally established in 1840. The London and Southampton Railway, which subsequently became known as the London and South-Western, entered the town on the eastern side to a terminus near the water, constructed on what was known as the Marsh Lands. A considerable portion of these lands, which had been reclaimed from the tide, was granted by the town at a merely nominal sum for the purposes of the railway. While the line was under construction, an Act of Parliament was obtained for the formation of Docks at the mouth of the River Itchen, in close proximity to the railway terminus, 200 acres of mud-land being acquired of the Corporation for that purpose. The Dock Company was incorporated in 1836. The work was commenced in 1838, and the docks were opened in 1842.

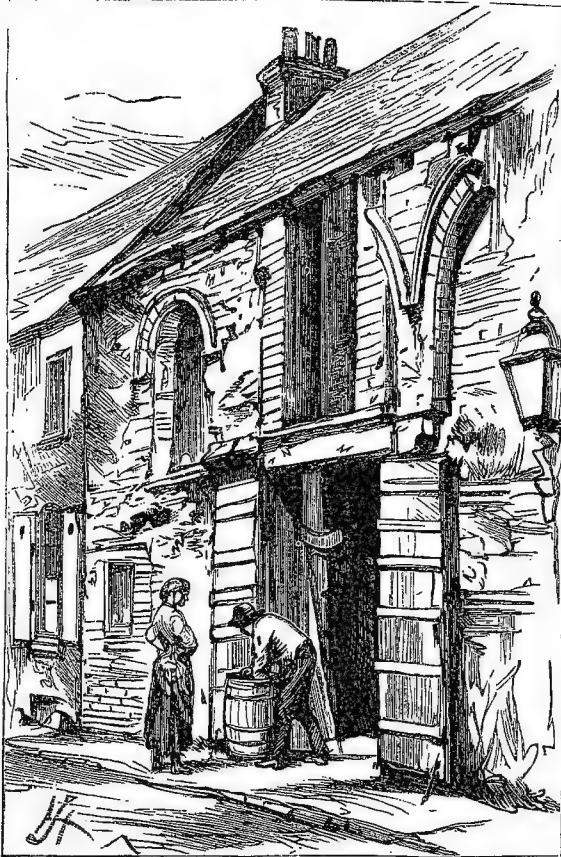
THE MAIL PACKET ERA

JUST before this time the British Government had arrived at the conclusion that it would be an advantage to the public service to provide for the conveyance of a considerable part of our ocean mails by contract. The Peninsular and Oriental Company were then conveying the East India mails from Falmouth to Gibraltar, whence they were taken on by the Admiralty and transferred overland to the East India Company's steamers at Suez. The decision of the Government gave a great impetus to enterprise in steam navigation. The Royal Mail Steam Packet Company was formed in 1839 under Royal Charter, to undertake the conveyance of the West India Mails; while the Peninsular and Oriental Company having secured, in competition, the contract for the East India Mails, obtained a Royal Charter in 1840, with conditional powers upon opening an improved communication between England and India within two years. The railway had by this time made its influence felt in respect to the facilities of land transit, and both the Peninsular and Oriental and the Royal Mail Companies recognising this, adopted Southampton as the home station for their steamships. The superiority of this port for carrying on these important services, as compared with Falmouth in the one case and Dartmouth in the other, was so completely demonstrated, that in 1843 Southampton was, by a Treasury Minute, confirmed as the port for landing and embarking the mails carried by these important Companies. Other lines of steamers were soon attracted here; and so rapid was the progress which ensued that whereas, in 1830, the number of ships belonging to the port was 130, with a tonnage of 8,296, in 1845 1,435 vessels entered inward and cleared outward, with an aggregate tonnage of 320,914; while the declared value of exports of British and Irish produce in that year was 1,475,104*l.*—inferior in amount only to London, Liverpool, Hull, and Glasgow. Southampton had now become the mail-packet station of the kingdom. Many changes have since taken place. The great maritime organisation which helped so much to make its reputation and to swell its trade has left, and other circumstances of a seemingly adverse character have had to be encountered; but, notwithstanding all these, the position of the port has been wonderfully well maintained, and, thus far, its shipping trade—as we shall presently show—has experienced an uninterrupted career of progress. The fact is, that Southampton is in many respects so eligible—its natural advantages are so great, and it is within such an easy distance by rail of London—that a process of compensation is continually going on. If trade is lost in one direction, it is gained in another. And, notwithstanding the tendency of the great shipping companies to concentrate their home operations in the Thames, there seems no reason to doubt that, with increased railway facilities, and enlarged accommodation for shipping, the advantages possessed by Southampton are still destined to secure for it a much greater expansion of trade than it has ever yet experienced. The safety and accessibility of its sheltered harbour are proverbial. Once inside its estuary, protected by the Isle of Wight, vessels are really within a vast natural dock, eight miles in length, with the advantage of a double tide, which belongs to no other port in the kingdom. The *Great Eastern* steamship came into the river after first leaving the Thames, and swung at anchor with perfect safety; and the celerity with which troops have from time to time been embarked, in some of the largest vessels afloat, demonstrates conclusively the rare facilities of the port. There is unbroken railway communication between London and the quay sides. Goods can thus be shipped or unloaded with the greatest expedition; and in the case of vessels arriving here with large cargoes, a few hours suffice to get the consignments placed upon the London and other markets, thereby saving a voyage of some five-and-twenty hours to the Thames, with all the attendant risks and dangers of navigation.

THE DOCKS AND THE HARBOUR

THE Docks immediately adjoin the terminus of the London and South-Western Railway. They were designed with special regard to the quick despatch of passengers, mails, and merchandise; and by means of several large Graving Docks provide facilities for the repair of ships of the largest class. The Dock Company's capital amounted in 1881 to 1,180,925*l.* The entire plan has not been completed; but the existing docks are extensive and capacious. They comprise a Tidal Basin of sixteen acres, with an entrance 150 feet wide, and a depth of water of 31 feet at high-water spring tides, and 18 feet at low-water spring tides; then a Close or Inner Basin of 10 acres, which has a depth of 29 feet over the sill at high-water spring tides, and 25 feet at high-water neap tides; and a long Quay or Dock Extension, some 1,400 feet in extent, with a depth of water of 20 feet at low spring tides. This Quay will form the eastern arm of a future dock, 37 acres in extent. The site is part of the area originally acquired by the Company, and the design for its construction has been prepared. There are four Dry Docks of great capacity for the repair and overhaul of vessels. The outer one of these, running parallel with the River Itchen, from which it has an independent entrance, is of comparatively recent construction. Its

length is 450 feet on blocks, and its width 56 feet. The three others are situated to the south of the tidal basin. The smallest has a length on blocks of 252 feet and a width of 51 feet; another is 400 feet long and 66 feet wide; while the third, which is now undergoing enlargement, will have, when finished, a length on blocks of 500 feet and a width of 80 feet. These measurements will serve to indicate the exceptional facilities which the Graving Docks of Southampton afford for the inspection and repair of steamers. Ships of the heaviest tonnage can be accommodated in them. The pumping engines of 250 horse-power attached are capable of lifting and discharging into the river 170 tons of water per minute. The massive iron shears on the east side are worked by steam-power, and have a lift of 100 tons. The quay spaces, exclusive of the Dock Extension Quay, measure 6,800 feet, and are surrounded by extensive bonded warehouses, sheds, vaults, cellars, and a great variety of cranes, lifts, and other apparatus adapted to shipping purposes. The Close Dock is also provided with jetties for the accommodation of ships laid up or refitting. An extensive network of railway lines, in direct communication with the South-Western system, covers the dock wharves and quays. These comprise some eight miles of



Remains of Canute's Palace

metals, upon which locomotive engines are constantly at work day and night in shifting heavy goods and bringing cargoes into or taking them out of the docks. The Foreign Animals' Wharf, with capacious cattle-lairs and slaughter-houses, is at the southern end of the extension quay; and the arrangements are all approved by the Veterinary Department of the Privy Council. Southampton is the only port which provides for the quarantine of foreign animals, enabling them to be landed for domestication or exportation. The site of the Docks is undoubtedly one of the most eligible in the kingdom for shipping purposes, and the growth of the Dock trade shows to what a very considerable extent the facilities afforded have been made use of. The revenue of the Dock Company in 1844 was 4,018*l.* 7*s.* 5*d.*; in 1873 it was 111,218*l.* 15*s.*, figures which are certainly significant. But the business of the port is by no means confined to the Docks. The Town Quays and Piers, under the control of the Harbour Board, provide very extensive accommodation for vessels of every description, except the very largest steamers; and a considerable amount of trade is carried on here, as also at the long lines of wharves and quays upon the banks of the Itchen, at the entrance to which is the large shipbuilding establishment of Messrs. Oswald and Mordaunt, while, further on, at Northam, are the works of Messrs. Day, Summers, and Co., from which iron steamships of 3,000 or 4,000 tons burden have been turned out, equal in style and speed to the most famous products of the Clyde. The original Town Quay was constructed in 1326. Up till a comparatively recent period, its accommodation was exceedingly meagre. Latterly, however, it has been materially extended and improved. At its head, there is a depth of 25 feet of water; and ships coming alongside can either discharge their cargoes into commodious warehouses, or into railway waggons, which run over the tramways to the railway on the docks. The Royal Pier, constructed in 1832, and opened by the Duchess of Kent and the Princess Victoria, our present Queen, affords a delightful promenade at high-water. It is chiefly used by the steamboats plying between Southampton, the Isle of Wight, and Portsmouth. These are fast and well appointed vessels; and during the summer months carry on a large excursion traffic. They make trips round the Island to the Needles, Ryde, Cowes, Alum Bay, Bournemouth, Swanage, Southsea, and many other places, and in illustration of the cheap rate at which this excursion service is conducted, it may be mentioned that the voyage to Southsea and back—a distance of forty miles—is done for a single shilling.

Southampton as a port enjoys the advantage resulting from the peculiar phenomenon of a double tide twice in twenty-four hours. This is believed to be caused by the currents in the Channel between Spithead and the Needles, owing to the situation of the Isle of Wight, arresting for a time the fall of the tide after it has reached high water at Southampton. From the point of low water the tide rises steadily for seven hours, and it is then the first or high water proper. It then ebbs slightly for an hour, falling some eight or nine inches, and then rises again for an hour and a quarter, frequently exceeding its former level. This is the second high water, and remains stationary about two hours, the result being that there is practically high water at the port for four hours out of twelve. Southampton, in this respect, possesses the advantage of a natural phenomenon to be found at no other port in the kingdom, if, indeed, in the whole world. Bæda, who lived from 673 to 735, mentions this peculiar set of the tide in Southampton Water, which must have ebbed and flowed as at present since the Isle of Wight became an island.

THE MAIL PACKET SERVICE AND ITS CHANGES

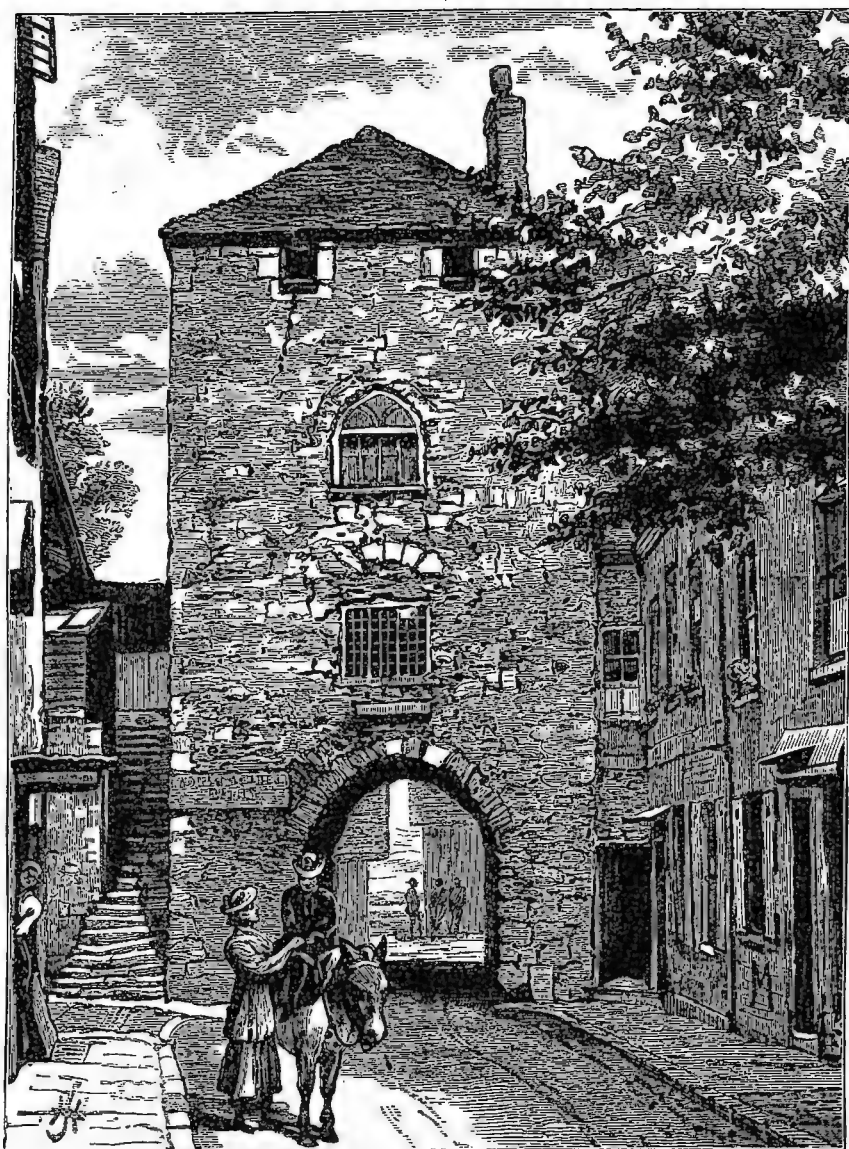
THE Peninsular and Oriental Company played such an important part in the modern development of Southampton that its identi-

cation with the port will ever be associated with the palmiest days of the mail-packet era. Its first vessel started from Southampton under the Alexandria contract of 1840. Soon, however, the company's operations radiated throughout the whole Eastern Hemisphere, and it acquired unrivalled prestige and pre-eminence. Carrying on a heavily-subsidised mail service with India, China, Japan, and Australia, it possessed and afforded advantages which no other company could pretend to rival. The heavy mails, with the specie and the bulk of the passengers, were originally carried in the steamers which left Southampton regularly every week—the lighter portion of the mails and such of the passengers as preferred the route going through France to Marseilles. The service was then continued down the Mediterranean to Alexandria, and overland to Suez; thence the voyage by steamer was resumed to Aden, and Point de Galle became the pivot upon which the more distant lines of the service worked. Changes were afterwards effected. With the opening of the Mont Cenis Tunnel Brindisi was substituted for Marseilles as the Mediterranean port; while the construction of the Suez Canal effected such a revolution in the Eastern trade, and soon developed competition to such an extent, that the Company found it necessary to change their headquarters at home, first partially, and then completely. The Peninsular and Oriental Company had made Southampton essentially an Oriental port. It was the accredited highway to the East; and a vast stream of Anglo-Indian traffic was continually passing through it between this country and our Indian Empire. The service of the Company was carried on by a magnificent fleet of steamers, the equipment and appointments of which were unrivalled, and its reputation was well deserved by the excellence and regularity of its service. Every week while the Company had its headquarters here the arrival and departure of the P. and O. steamers from this port was an event of peculiar interest. When vessels came into dock passengers were anxious to get away by rail as quickly as possible. When they left it was customary for many to come down with friends somewhat in advance of the time appointed for sailing, and hotel-keepers and tradespeople profited considerably by the expenditure which necessarily attended such movements. There was something specially interesting in these leave-takings, as the *voyageurs*, gathered on the deck of the huge steamer, exchanged adieus with friends who thronged the quay sides or flitted about in the steam tenders until the big vessel, with the Blue Peter at the fore, made her way towards the Solent, and was finally lost to sight. Oriental features were conspicuous in these departures. Bronzed veterans returning to the fields of Eastern fame, ardent youths about to begin life in the Military or Civil Service of India, families with their native nurses and attendants, and more recently the Lascar crews of the vessels swarming over the rigging, afforded touches of life essentially Anglo-Indian, and such perhaps as could be found at no other port. But all this has now gone. Five years ago the Company removed its headquarters from Southampton to London. Thereafter the steamers called at this port on the outward and homeward voyages to land or embark passengers, mails, and cargo; but the whole of the mails are now sent overland, *via* Brindisi, and with the end of 1881 the steamers of the Company finally departed altogether from the port at which their magnificent service had so long been conducted.

But the great Oriental Company was by no means the only one with which the commercial fortunes of Southampton have been identified. The Royal Mail Company, which commenced its operations here about the same time as the P. and O., has carried on the mail service ever since with the West Indies and the Brazils, and does a large carrying trade both in passengers and merchandise between this country and the southern lands of the Western Hemisphere. The East and the West have thus been for forty years linked together at Southampton. The Royal Mail Company's fleet consists of twenty-six vessels, with a tonnage of 64,476; and the repair of these ships is carried on at the Company's engineering works in the Docks. Another important line of steamers is that which connects this port with our South African Colonies, known as the Union Steamship Company. This Company is purely of Southampton growth. It was commenced in 1854 with five steamers, whose operations were chiefly confined to the coal-carrying trade. But the vessels having been engaged in the British and French transport service during the Crimean War, a contract was in 1857 entered into with the Government for a monthly mail service to the Cape of Good Hope. The service was subsequently extended to the Mauritius, Algoa Bay, Zanzibar, and Point de Galle. So extensive have the operations of the Company become that they are now carried on by a fine fleet of eighteen steamers, having a gross tonnage of about 50,000. One steamer now arrives and another departs from Southampton every week. Besides the Companies already enumerated, several lines of foreign steamers make Southampton a port of call. These include the North German Lloyd, New York Line; the Netherlands Company, Batavia Line; the Rotterdam Lloyd, Batavia Line; the Rotterdam and Southampton Line; and the Liverpool, Brazil, and River Plate Steamship Company. The lines which trade with the home ports comprise the Clyde Shipping Company; the Cork Steamship Company; the British and Irish Company; and the Liverpool, London, Falmouth, Plymouth, and Southampton Line. The London and South-Western Railway Company maintain a well-conducted steam-packet service with the French ports and the Channel Islands, in which they have engaged a fleet of eighteen steamers, with a tonnage of 9,121. And there is also an excellent fleet of passenger packets, to which reference has already been made, plying between the Royal Pier, the Isle of Wight, and Portsmouth. It will be seen from these facts that the steam-packet service carried on at Southampton—besides an extensive miscellaneous shipping trade—is a large and varied one; and that, therefore, changes which now take place in respect to particular lines are not likely to affect its prosperity to so great an extent as would undoubtedly have been the case when it possessed fewer lines, although one of them was the princely P. and O.

NEW RAILWAY FACILITIES

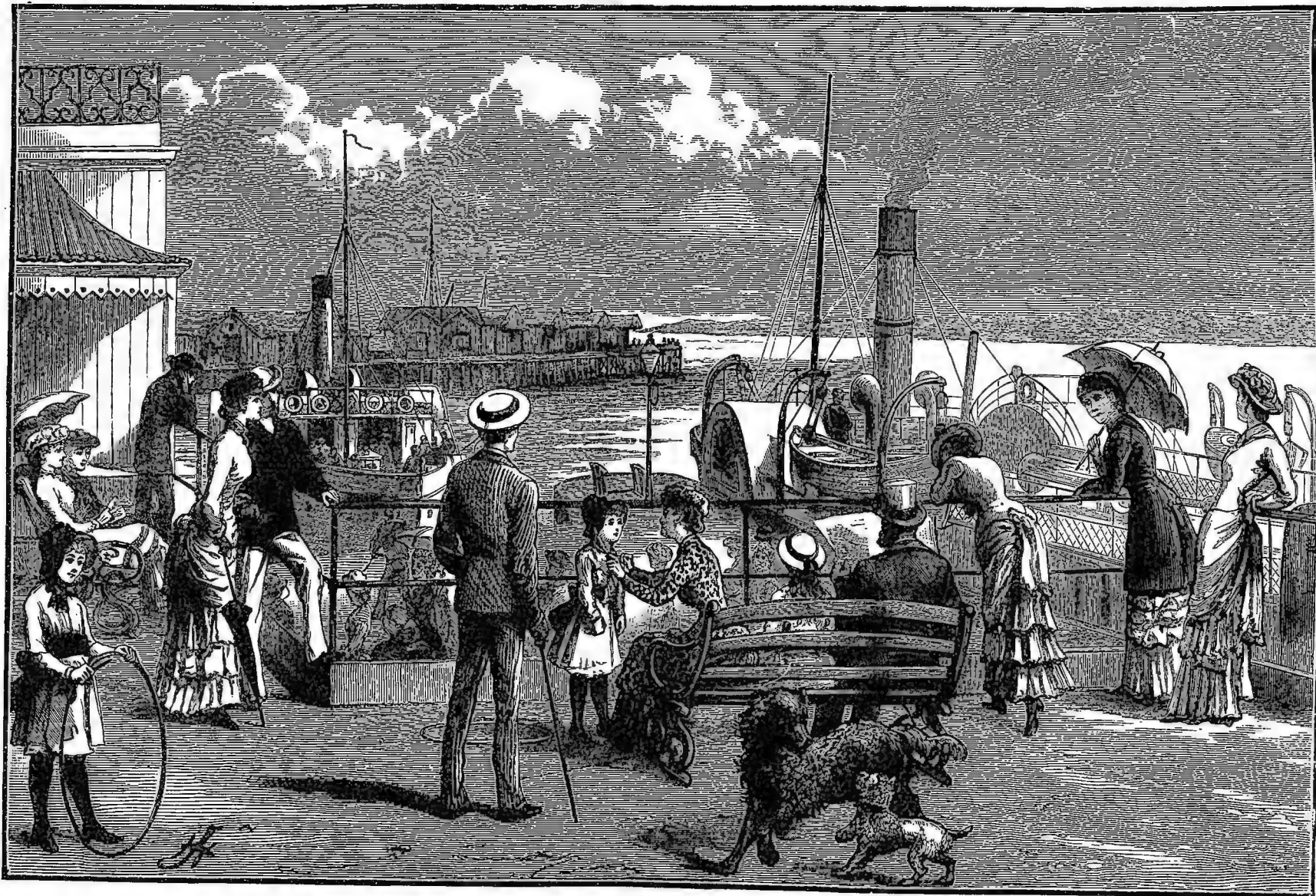
THE leading commercial men of the town have for some time past been impressed with the importance of helping themselves, and not depending upon mere adventitious aid. This has been recently illustrated in the matter of obtaining increased railway accommodation. Hitherto the South-Western Company has held a monopoly of the railway traffic. It has done its work well, and paid its shareholders good dividends. But the townspeople have for a long time felt that greater railway facilities, and along with these the advantage of competition, were absolutely needed for the continued development of the port. So long ago as 1845 an earnest effort was made to establish direct railway communication between Southampton and Manchester; but after being carried through the Committee of the House of Commons the scheme was lost by the casting vote of the Chairman in the Committee of the House of Lords. Repeated attempts of a similar kind have since been made, and the demand has over and over again become urgent for a second and independent line of railway to connect Southampton with the Midland and Northern districts of the country. But the opposition of the South-Western Company has been so strong and persistent, and the difficulty, under the circumstances, of raising the preliminary capital so great, that all the efforts made down to the past year proved unavailing. At length, however, the object has been attained. A movement was set on foot nearly two years since for securing an extension of the Didcot and Newbury Railway into Southampton as a part of the Great Western system. The proposal was taken up by the inhabitants with great determination and enthusiasm; and a Bill was in due



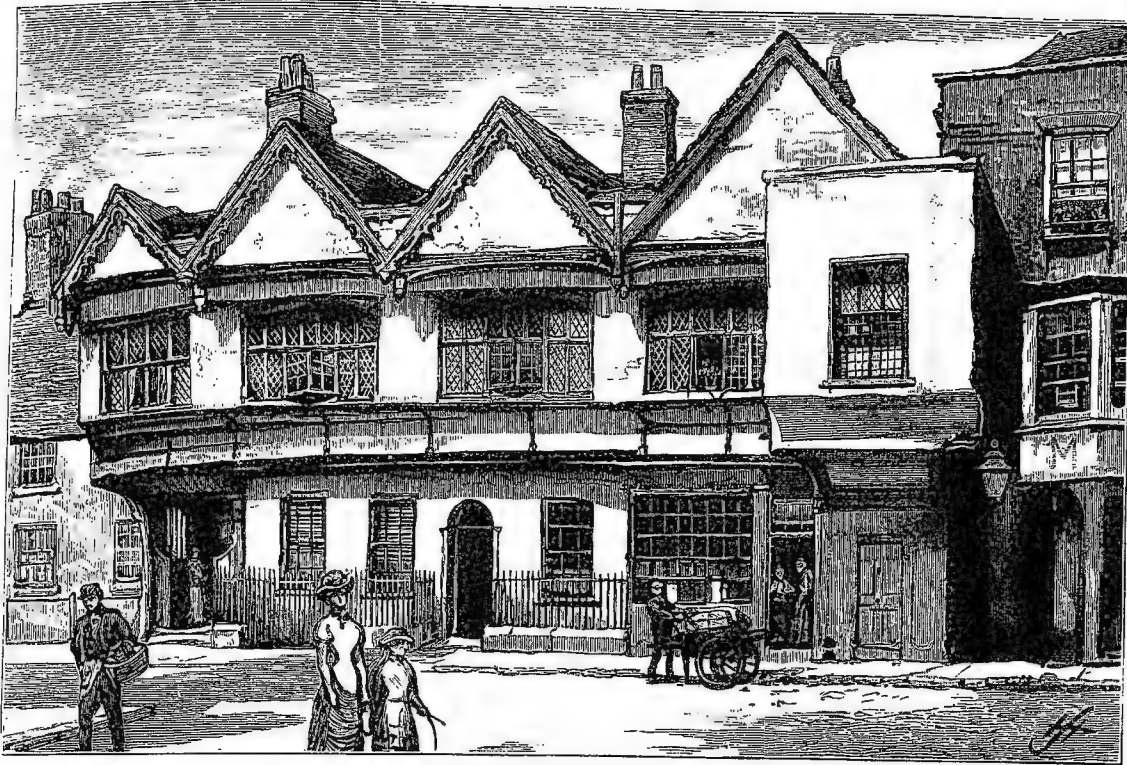
WEST GATE



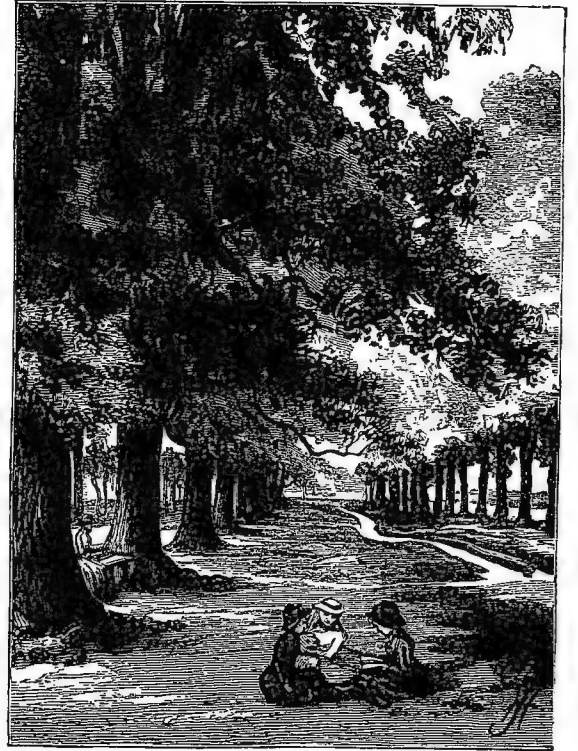
POSTERN GATE AND BLUE ANCHOR LANE



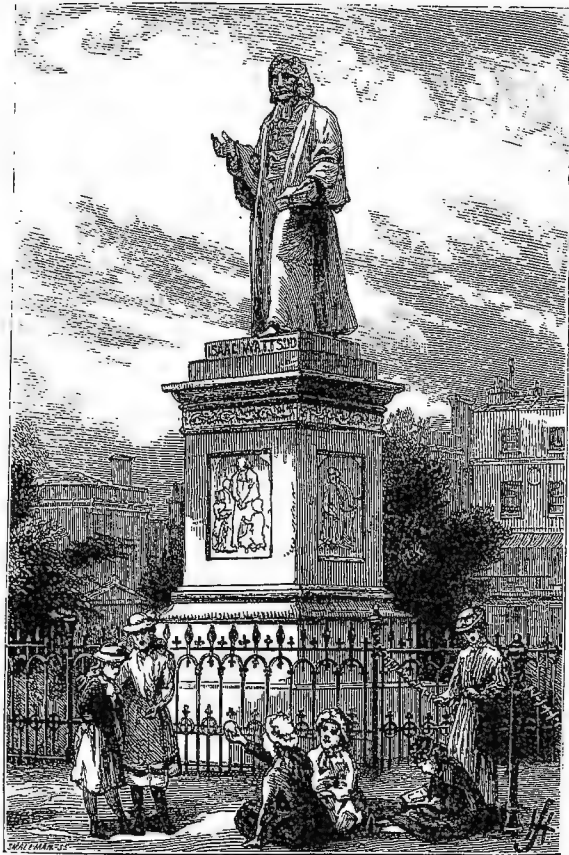
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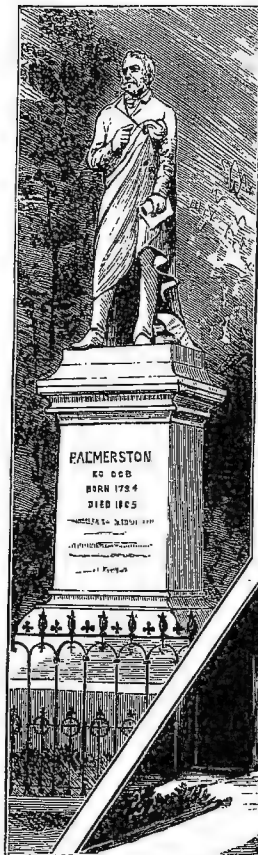
OLD HOUSES, ST. MICHAEL'S SQUARE



THE AVENUE



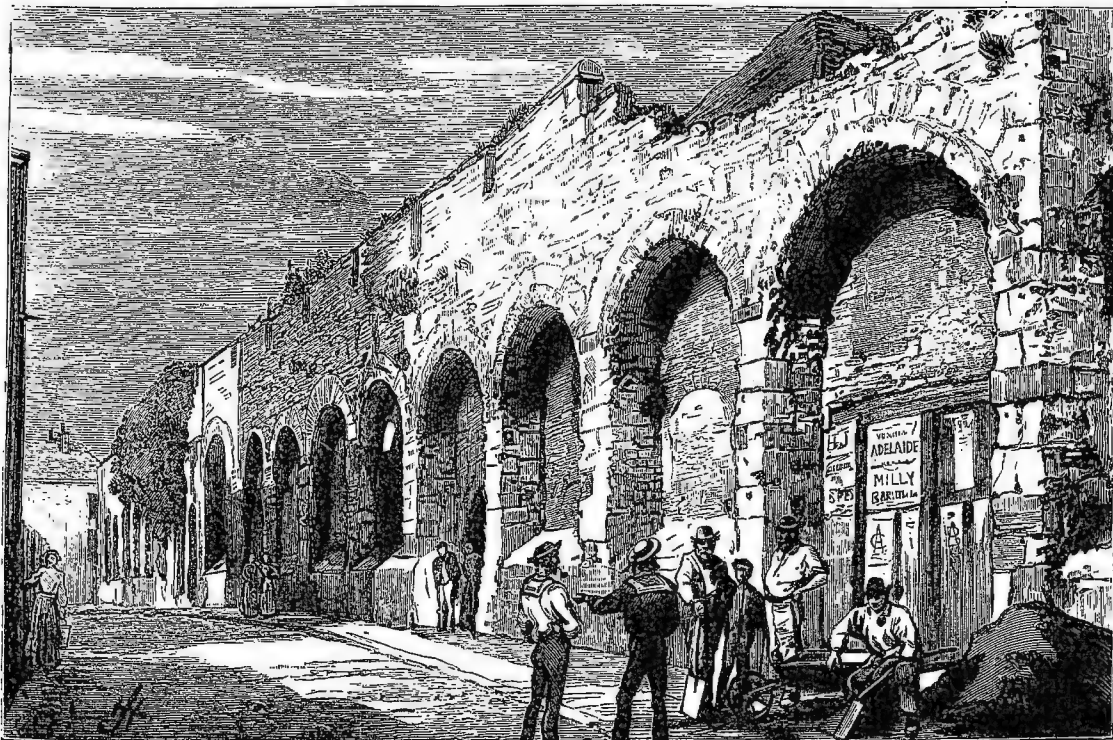
WATTS STATUE



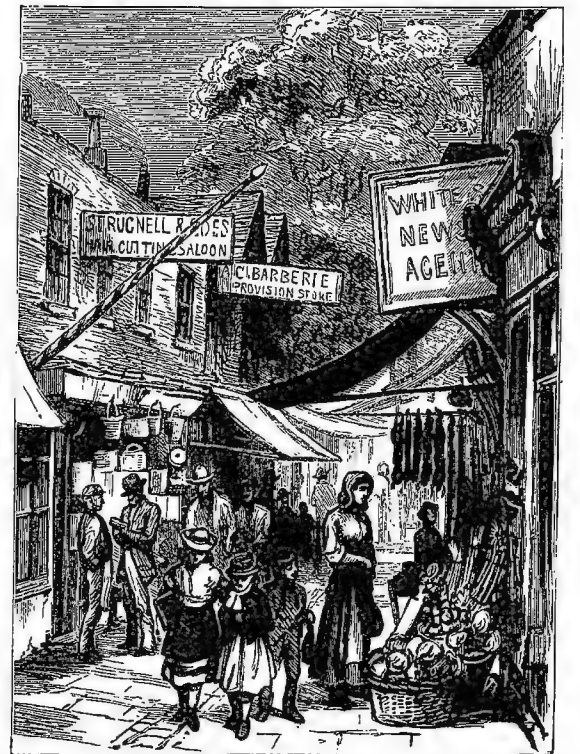
PALMERSTON STATUE



DR. WATTS' BIRTHPLACE



OLD TOWN WALLS, WEST QUAY



CANAL WALK

course presented to Parliament. It was resolutely opposed by the South-Western Company, who brought forward a rival scheme; and the great fight of the last Parliamentary Session took place over this question. For three weeks the matter was stoutly contested before a Committee of the House of Commons, who eventually threw out the South-Western scheme, and declared that promoted on behalf of the town to be proved. The contest was renewed before the Committee of the House of Lords, and three weeks were again occupied over it there; but in the end the Didcot, Newbury, and Southampton Extension Bill was passed, and Southampton will shortly obtain that which all its former years of effort and of hope had failed to win. The new line from Didcot to Newbury has already been opened. It is now being constructed southward from the latter town, and the extension will come almost direct, by way of Whitchurch and Winchester, to Southampton, crossing over the South-Western line at the West-end Station, and passing over the mud-lands—thirty acres of which have been granted by the town for the purpose—to the Royal Pier, where the terminus of the line will have a separate jetty. The distance by this route from Southampton to Didcot will be about forty-two miles, and direct access will thus be obtained with the Midland and Northern districts of the country. The advantage of this line of communication is expected to be very considerable in respect to the freighting of vessels with cargoes of manufactured goods, hardware, &c. At a point near Whitchurch a loop line is also to be formed, which will connect with the Great Western route to Paddington, and thus Southampton will possess a second line of railway to London, only a few miles longer than the present route, which is to be worked as a first-class express line, with trains covering the distance in little more than an hour and a half. The principal station of the new railway at Southampton is to be on the Western shore, at the end of Orchard Street, which has been re-named Bargate Street. This will be greatly widened and improved, and in order to open up the approaches from the High Street a circus will be made round the Bargate.

The passing of this important scheme of railway extension created great satisfaction in the town. It had been supported throughout by a strong popular demand, and when it was known that the efforts of the town had been crowned with success the whole population united in the most jubilant expressions of satisfaction and approval. Another railway connecting with the Andover branch of the South-Western system has recently been opened, which will eventually unite Southampton, by way of Swindon and Cheltenham, with the Midland system; and this is to be continued southward, parallel with the Southampton Water, to a place called Stone Point, on the shores of the Solent, whence easy communication may be had with the Isle of Wight. The Harbour Commissioners of Southampton also obtained Parliamentary powers last Session to extend in various ways the accommodation of the harbour; and this will include the laying down of new tramway lines along the quays and piers, to be used in common by both the railway companies. These are evidences of enterprise which clearly do not show that the community have lost faith in the future of the port, notwithstanding the adverse circumstances which have latterly occurred.

ANOTHER LINE OF STEAMERS "SHIFTING"

THE departure of the P. and O. Company was followed by rumours of similar changes on the part of the Royal Mail Company; and while Southampton was making merry over its railroad victory, which it rightly regarded as destined to bring a great accession of trade to the port, the directors of the Union Company decided upon the entire removal of their steamers to London. This seemed to be commercially "the unkindest cut of all." The P. and O. departure was gradual, and the public had been prepared somewhat for the final step, but the proposal of the Union Directors had in it no such mitigating conditions. The headquarters, the official staff, and the mail steamers themselves were all to be removed *en bloc*. What this means in respect to a company born and nurtured at the port, with a fleet of eighteen steamers—one in and one out every week—whose officers and crews, with their families, reside in the town, beside a large number of permanent officials, it would be exceedingly difficult to understand. A reliable authority estimates that at least 200,000*l.* a year would be withdrawn from circulation in Southampton through the removal of the Union Company from the port; and the effect of such a loss to a not over prosperous trading community hardly comes within the range of practical calculation. Still, as previously hinted, recuperative forces have been actively at work. The townspeople were by no means disposed to rest on their oars. Vigorous efforts were at once made to induce the Union Company to reverse its decision, and proposals were set on foot, in the event of these failing, to establish a new line of Cape steamers at the port, while further projects are being matured for increasing the harbour accommodation, and rendering it in every way equal to the utmost requirements of modern shipping. Had such a thing happened only a few years since it would no doubt have been regarded as little less than a calamity. But the modified effect of changes which have taken place, and the hopes which the new railway enterprise inspire, combined to render the action of the Union Directors much less depressing to the community than it otherwise would have been. Nor is it now likely that the steamers will be removed. The inhabitants of Southampton evinced a special interest in this matter, because the Company was of native origin and growth; and having paid its shareholders an average annual dividend of 15 per cent. during its existence, it was not easy to see how the prosperity of the Union could be enhanced by a change of port. On the contrary, it was felt that such a step might seriously jeopardise the interests of the Company, while unduly challenging competition, and leaving the port of Southampton open for the Donald Currie, or some other line, to come in and take a great portion of the Cape trade, accustomed to this route. Energetic measures were accordingly adopted to resist the proposal. A Defence Committee was formed. The opinions of the Southampton Shareholders were upheld by one of the Company's Directors, Mr. Alfred Giles, C.E., and were shared to a great extent by many non-resident proprietors. They found expression in frequent and excited meetings; and repeated decisions, counter decisions, and polls of the Shareholders have during the past six months been taken on the question. The meetings decided in favour of Southampton, while the voting was against it. Questions of law were also raised, and while these awaited the decision of the Judges, an enlarged body of directors, the majority of whom were favourable to Southampton, practically assumed the management of affairs. The carrying out of the proposed change was thus effectually delayed, and in the mean time there has been such a large acquisition of shares by residents in Southampton that the port now virtually controls the voting power. Hence it is generally supposed that whatever may be the result of the appeal to law, no removal of the steamers will now take place, since the ultimate decision of the matter must rest with the shareholders, and that is assured in favour of Southampton. The result shows what may be done by a vigorous and determined effort, even when circumstances appear strongly adverse, if not altogether hopeless. And it is urged by those who have been foremost in resisting the proposed change that not only would it involve great risk, but that the expense of working the South African service by the steamers of the Company would be greatly increased, without any compensating advantage in the way of freights. If this be so, then facts combine with sentiment to support the view that the action of the people of

Southampton has not only been in their own interests, but in those also of the Union Company itself.

The effects of past changes in the mail packet services of the port are, however, sufficiently manifest. There are not now to be witnessed in our docks the animated scenes which occurred when the P. and O. vessels departed for the East. The well-to-do class of passengers who then used the port and frequented its hotels are not now to be met with. Nor do we get such large arrivals of wealthy Americans, *en route* for Europe, or homeward bound, as we formerly did. The tradespeople miss, no doubt, in this respect some of their best and most free-spending customers. So, too, with the German exodus westward. Large numbers of the better class of Germans going to the States formerly came here; but these are not now seen either in corresponding quantity or quality. As a consequence the business of the town itself, especially that of the hotel-keepers and retail shopkeepers, has not of late years been altogether what it once was; but there has, on the other hand, been a continuous development of traffic—larger exports and imports giving increased employment to labour, and so loss and gain have alternated; and, all things considered, the commercial prosperity of Southampton does not appear to have been materially affected by the changes which have occurred. There is, moreover, in the opinion of those most competent to judge, a brighter future in store. The Thames is becoming overcrowded. The trade of London must overflow; and Southampton, as the natural outport of London, is certain to reap the advantage. Add to this the increased facilities which extended railway communications will give—the readier means of sending consignments from the great manufacturing and producing centres of the country; and it is tolerably evident that the resources upon which the shipping trade of Southampton depend are much more likely to extend than diminish. Its position, geographically, in relation to the Continent, and, indeed, to almost every part of the world, is so advantageous, and its natural capabilities are so vast, that if the enterprise and energy of its citizens are at all equal to the spirit and demands of the age, the prosperity of the port in the future may reasonably be expected to excel the most prosperous period of the past. Facts unquestionably strengthen this view. In spite of changes, there has been growth. The registered tonnage of ships which entered and cleared the port in 1875 was 3,394,181; in 1880, it was 4,029,500; and in 1881, it was 4,177,940. The value of the total exports and imports at Southampton, in 1876, was 17,428,774*l.*; and in 1880 their value was 18,511,509*l.*—an increase in four years of more than a million. It now stands fifth among the great ports of the kingdom, in respect to the value of its imports and exports; whereas forty years ago its shipping trade had scarcely any appreciable existence.

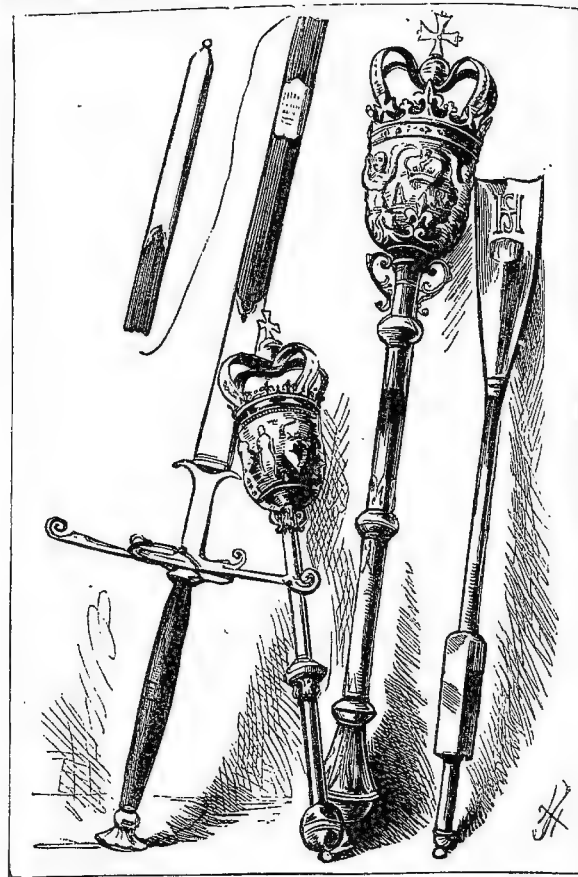
SOUTHAMPTON AS A YACHTING STATION

THE essentially English pastime of yachting has for many years had an eligible field at Southampton, where, too, among the residents, it has many enthusiastic votaries, of which the annual contests in the river afford abundant evidence. As a yachting station on the Southern coast, no other has made a more rapid advance in popularity within the last ten years. There are few more comfortable or sheltered anchorages than the Southampton water. The River Test is well buoyed, and the yacht anchorage is very plainly marked off. Fresh water is cheap, while provisions and other stores for a voyage up the Mediterranean or round the world, if required, may be obtained easily and cheaply from the numerous purveyors in the town. Since the establishment of the Royal Southampton Yacht Club in January, 1875, the port has been far more extensively patronised by yachtsmen, and seems each year to be growing in popularity. There is another named the Royal Southern Yacht Club, with the Queen as patroness, which was established many years ago, and built a spacious structure for a club house, facing the Royal Pier; but the members were not able to maintain it in proper style, so it was disposed of, and they now have their quarters in a modest building in the High Street. An older than either of these clubs exists called the West Quay Amateur Regatta Club, established and conducted by the tradespeople, who are more or less interested in yacht sailing and boat rowing. These three clubs have each an annual regatta, at which liberal prizes are given to the successful competitors. On the occasion of the principal regatta the mosquito fleet of yachts skimming the spacious sheltered waters in view of the Isle of Wight present an animated scene on a fine day. These, together with the steam yachts at anchor, and others not taking part in the races, may be counted by hundreds. As a consequence, yacht building and repairing are carried on extensively at the port. There are several famous yards on the banks of the Itchen, where some of the crack yachts of the day have been turned out. At West Quay, too, yacht and boat building are actively conducted; and these operations at the port now represent a very extensive industry. Large numbers of vessels come in to lay up for the winter, and are continually undergoing alterations and improvements, while the bulk of them are annually refitted as the season comes round. The old fishing village of Itchen is noted for its race of skippers, who have a world-wide reputation as hardy and skilful yachtsmen. A quaint old place it undoubtedly is, and the people, who evidently live to a great age, are as quaint and ancient as the village itself. But withal they are a typical sample of the tough and dauntless race of watermen, to whom England owes very much of its prowess and prestige.

THE MODERN MUNICIPALITY

FROM the marine side of Southampton we now turn to take a brief glance at its modern character and internal progress. The Municipal Government of the town, which prior to 1835 had been carried out on the close nomination system, was that year altered in accordance with the provisions of the Municipal Corporations Act. The Town Council consists of a Mayor, ten Aldermen, and thirty Councillors. The Aldermen hold office for six years, five vacating their office every three years, and the Councillors are elected for three years. The Mayor and Sheriff, whose jurisdiction extends over the town and county of the town, as in ancient days, are elected annually. Two Bailiffs are also appointed every year, but their office is now a sinecure—a very great contrast to the time when they were the King's Stewards, and presided over the ancient Court of Pie Poudre. The venerable institution known as the Court Leet is still maintained by the Sheriff, who holds his Court on the third Tuesday after Easter, called Hock Tuesday, at which a jury is empanelled after the ancient custom, and various quaint charges are read. This Court was formerly held at a place called Cut Thorn Cross, and its chief use now is to assist in making known any encroachments on the Common or the ancient boundaries of the borough. The assemblies of the Corporation are held in the Municipal Buildings at the lower end of the High Street. These have been recently formed by the enlargement of what was previously known as the Audit House. The Council Chamber, with Mayor's Parlour and other offices, is a well-appointed room on the upper floor. It contains portraits of the Queen, of several past Mayors, and of Alderman Steptoe and Sir Thomas White, benefactors to the town. Various interesting documents are suspended on the walls, including a curious deed, by which Edward the Black Prince granted the custody of the town of Southampton to the Earl of Warwick in 1339. In the Committee-room is a large presentation painting, representing the departure of the Pilgrim Fathers from Southampton in August, 1620. The regalia of the Corporation now used consists of two large maces, an ancient sword of State, and a silver oar,

which is the symbol of the maritime authority exercised by the Mayor as Admiral of the Port. There are also four smaller maces, which are deposited in the Hartley Museum. The Mayor's gold chain is an interesting work of art, and during his term of office he



Silver Oar, Sword, and Maces Belonging to the Corporation

holds in his possession a box containing five ancient guineas, provided for a remote occupant of the chair by a considerate lady friend, in order that the Mayor of Southampton should never be without ready cash. These coins are religiously preserved in the succession, and may fairly be expected to remain the Mayor's guineas for all time. The records of the town, which date from early Plantagenet times, are of considerable value and interest. Dr. Speed wrote about a century ago a manuscript history of Southampton based upon these records, but the work of indexing and editing still remains to be done, and this alone can determine their true worth or fully reveal their usefulness as memorials of past ages. The population of the town, which, as we have before mentioned, was 19,324 in 1831, had risen in 1861 to 46,960. In 1871 it was 53,747, and in 1881 it reached 59,916; but in addition to the town proper there are large suburban districts just outside the borough limits, including Millbrook, Shirley, Freemantle, Woolston, and Bassett, which have grown up with great rapidity. These numbered at the last census 40,950 persons, so that Southampton and its suburbs had in 1881 a population of 100,866. Compared with the 8,000 of 1801, this is by no means a bad rate of progress. Both politically and religiously the town is somewhat evenly divided—that is as between the two great parties in the State, and between Church and Dissent. Party feeling has in it oftentimes a tinge of bitterness; but it is satisfactory to know, as in the case of the recent railway contest, that when the interests of the town are at stake all parties are prepared to lay aside their differences, and heartily to co-operate for the common good. The town is well cared for by its municipal authorities. It is efficiently lighted, sewered throughout, and supplied with water from extensive reservoirs on the Common, into which it is pumped from the River Itchen, at Mansbridge—a distance of two miles and a-half. The main streets are also well paved, and many miles of suburban pathways have recently been laid with metallic bricks, which form a neat and durable pavement. A service of tram cars provides an easy means of communication between various parts of the town, and also with the populous outlying suburbs. The desirability of increasing the water supply of the town has just now directed public attention to the Artesian well on the Common. This work was carried on for some sixteen years, at a cost of 19,000*l.*, and when the boring had reached to a depth of 1,317 feet, without producing the desired result, it was abandoned and the well sealed up. The Corporation have just concluded a contract for continuing the boring, in the apparently somewhat remote hope that the expectations of those who commenced the undertaking may even yet be realised.

THE TOWN AND ITS CHURCHES

THE High Street of Southampton, formerly known as English Street, was described by Leland as being in his time "one of the fairest streets that is in any town in England," and taking its whole extent—Above and Below Bar—from the Avenue to the Town Quay, a distance of nearly a mile and a-half, the description probably holds good at the present time. Few streets possess so much variety in the same length. The houses, especially Below Bar, so far from being uniform, exhibit the greatest possible diversity, and this greatly enhances the picturesque effect. The upper part of the town abounds with well-situated residential districts. The roadway along the Western Shore affords a pleasant promenade at high water, and southward the open spaces fronting the water flank the embankment known as the Platform, which was constructed in 1647. There are some old-fashioned pieces of ordnance, as well as a saluting-battery, at this spot. One of the most interesting in the collection is a brass cannon given to the town by Henry VIII. in 1542, which bears the following inscription: "Henricus VIII., Anglie, Francie, et Hibernie, Rex, Fidei Defensor, Invictissimus. MCXXXII." The churches of the town, though numerous, and some of them perpetuating foundations as far back as the time of Henry II., are not remarkable for any features of striking architectural interest. St. Mary's, the reputed mother church of the town, has been partially rebuilt through the exertions of the present rector, Canon Willerforce, from designs by the late Mr. Street, and only the want of means prevents its completion. The living is a valuable one, and the Rectory House is called the Deanery, because in earlier times the foundation of St. Mary, with the Abbeys of Beaulieu and Netley, and a number of churches in the suburbs, formed the Deanery of Southampton. All Saints', in the High Street, dates from 1792, and was built from the designs of Mr. Reveley, a young London architect, of great promise, who died very early. Its form is at variance with the generally accepted principles of ecclesiastical architecture; but it has a faintly curved roof of very wide span, and is adapted to hold a considerable

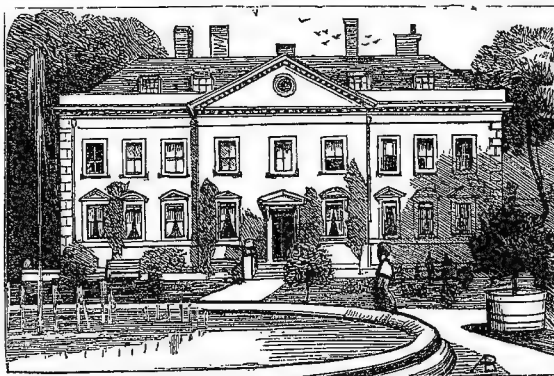
number of people. Admiral Carteret, the circumnavigator, and Bryan Edwards, author of a "History of the West Indies," rest in the catacombs here. These contain about six hundred coffins with leaden shells. St. Lawrence, another High Street church, is a modern structure in the Early English style upon an old foundation. Holyrood, standing at the junction of Bridge Street with High Street, has undergone several reconstructions from Saxon or Norman lines. The old Town Hall was erected against the front of the church, and the mark of its roof timbers is still discernible in the tower. A colonnade formerly ran along the front, which was known as "Proclamation Porch," the name sufficiently indicating its purpose. The present church was restored and rebuilt, with the exception of the tower, in 1850. It contains a monument by Rysbach to the memory of Miss Stanley, celebrated in Thomson's "Seasons;" and on the exterior western front is a tablet to the memory of twenty-two persons, who lost their lives by a calamitous fire close by in 1837. St. Michael's as it now exists is the oldest church in the town. It still bears traces of Saxon and Norman workmanship, of later repairs in Early English, and finally of restoration in the Perpendicular style. The spire, which is of very beautiful proportions, and has

has at length passed away from the scene of his conflicts and conquests in the cause of human freedom. Further south, in a part of the public lands opening to the Weighbridge, Above Bar, stands an admirable statue of the late Lord Palmerston, in white marble.

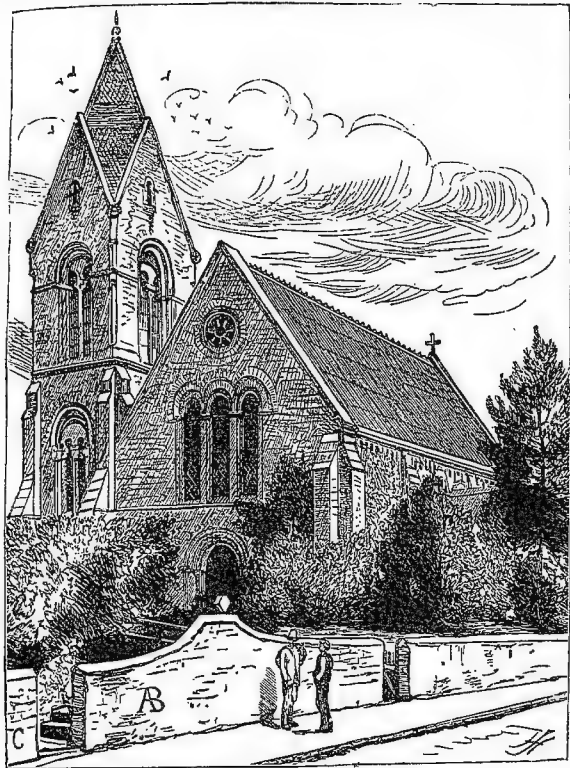


House Where Garibaldi Lived, East Park
(Since Enlarged)

Wearing his robes, as a Minister of State, he is represented in a familiar attitude as addressing the House of Commons, with a scroll in the left hand. The statue is not only an excellent work of art, but its position and surroundings are in every way pleasing, and



Lord Palmerston's House, Broadlands



St. Peter's Church

recently been heightened, was built as a landmark for the port about 1720. The church contains several objects of antiquity, particularly a very ancient Saxon font in black marble. It is one of three only existing at the present time—the others being at Winchester and East Meon—bearing sculptures of the middle of the twelfth century. There are other objects of interest in this church, including a handsome monument to Sir Richard Lyster, who was Lord Chief Justice of the Common Pleas under Henry VIII. in 1546, and died at Southampton in 1553. St. Peter's Church, in Commercial Road, is a small modern Norman building, constructed with stone in 1846. Though simple, and not much enriched, it is worked out with much care, and has been greatly admired. Near it is Waterhouse Lane, with its ancient conduit—dating as far back as 1292. There are, altogether, fourteen churches in the town, and a large number of Nonconformist places of worship, several of the latter historically, though not architecturally, interesting.

THE COMMON, PARKS, AND STATUES

SOUTHAMPTON derives much of its attractiveness and beauty from its magnificent Common and extensive public lands. The Common consists of 365 acres. Its possession was completely secured to the town in 1228, when a prolonged dispute with the Lord of the Manor of Shirley was terminated by the purchase of his rights for ten marks. Southampton thus acquired a noble tract of land—a park of Nature's making—unsurpassed in beauty and extent by any similar town land in England. The Common affords every variety of forest beauty. Golden in early summer with yellow gorse, purple with heather in autumn, densely wooded in many parts, and greenly carpeted over all the open, it is a most delightful retreat, and is a favourite resort of picnic and pleasure parties during fine weather. The views from the higher part, which embrace glimpses of the New Forest, the Southampton Water, and the Isle of Wight, are very fine, and well repay a visit to the spot. The Avenue was formerly composed of magnificent elms, only a very few of which now remain. Many of these fine trees were destroyed about twenty years ago by the ravages of an insect known as the boring beetle, which ate away the inner bark and rendered their removal necessary as a matter of public safety. The elms have been superseded by limes planted some fifteen years ago, which are now growing apace. Handsome villa residences are being erected on either side, and in the parks adjoining; and the Avenue, with a gentle descent of nearly two miles from the summit, forms an approach to the town the beauty of which it would be difficult to rival. The Parks within the borough consist of some seventy-five acres, which are laid out in a variety of ways—partly as flower gardens, and partly as recreation and cricket grounds. These, too, are inalienable public possessions, and being in the very heart of the town they keep it open, and provide admirable sources of health and enjoyment, while greatly increasing its picturesqueness. Appropriately enough the Common and Parks are termed the lungs of Southampton. In the East Park is a statue of Mr. Richard Andrews, a self-made man, who was five times Mayor of the town; and in the West Park is another statue in Sicilian marble of Dr. Watts, "The Poet of the Sanctuary," who was a native of Southampton, and whose memory and good works have thus been voluntarily perpetuated by the townspeople. The statue was inaugurated by Earl Shaftesbury, in 1861. Nigh to the Andrews Monument is East Park Terrace; and here is the house in which Garibaldi sojourned when—crippled by the bullet wound of Aspromonte—he visited this country, in 1864. It was then the residence of the late Mr. G. S. Brinton, who was Mayor of the town at the time, and who honourably led the Municipality in a demonstration of welcome on all four sides with that which had been accorded to Kossuth, when he was the guest of Mr. Andrews in 1850. The house in which Garibaldi lived has been enlarged and altered since his visit, and an ornamental portico placed in front; but it nevertheless possesses a special interest as the temporary residence of one who

combine to enhance its attractiveness. Lord Palmerston, whose domain, at Broadlands, is now inherited by his stepson—Lord Mount-Temple—was a Burgess of Southampton, and frequently visited the town, which he regarded with peculiar favour. In the rear is an avenue of lime trees running the whole length of the park, presented to the town by Sir Frederick Perkins, who, like Mr. Andrews, was five times Mayor, and sat in the last Parliament as one of the representatives of the borough. This is now known as Perkins's Avenue. Near the old gaol, at the Platform, is a fine statue of the late Prince Consort, in terra cotta, by Theed, which was presented to the town by Sir Frederick Perkins, in 1875; and the portrait of the Queen, in the Council Chamber, was also the gift of the same donor. To such men as Mr. Andrews, Sir Frederick Perkins, Mr. Brinton, Mr. Edwin Jones, and others of like spirit, Southampton owes very much of its modern municipal development and progress. The town has given to the world some of the most eminent names in the walks of modern Art. Bridell—whose fame was made even before his early death,—Millais, and Herkomer are men of whom any community may justly be proud.

PUBLIC BUILDINGS AND INSTITUTIONS

ALTHOUGH Southampton has many admirable places of assembly—such as the Hartley Hall, the Philharmonic Hall, the Royal Victoria Rooms, the Watts Memorial Hall, and others of more limited capacity, it has no Town Hall worthy of the name. The Municipal Buildings, to which reference has already been made, make no provision in this respect; and while the Guildhall over the Bargate answers the purpose of a Court of Quarter Sessions fairly well, it is in no sense adapted to public assemblies of the burgesses either in point of convenience or capacity. The Victoria Skating Rink and an ugly-looking building of a temporary character, Above Bar, called the Circus, are brought into requisition for the larger class of public meetings. The Rifle Volunteers have as their headquarters a hall which was formerly a riding-school, and the Artillery Volunteers have a spacious Drill Hall in St. Mary's, specially erected for their use. In this populous district an elegant lamp-column and drinking-fountain have just been erected and presented to the town by Mr. Jonas Nichols, an enterprising townsman, who has built many hundreds of houses on the Glebe land within the past few years, and is one of the representatives of the ward in the Town Council. The Hartley Institution, at the lower end of the High Street, was erected out of the bequest of Mr. Henry Robinson Hartley, who at his death bequeathed to the Corporation his property, amounting in value to 103,887*l.*, for promoting the study of Science, Natural History, Antiquities, and Classical and Oriental Literature, to which the Fine Arts were subsequently added. Various claimants, relatives of the testator, came forward to contest the will; and the matter was thrown into Chancery, where it remained unsettled until 1859, when the sum of 42,525*l.* was all that came to the town from the legal crucible through which the bequest had passed. Of this amount 20,000*l.* was spent in erecting the present building; and the remainder provides a somewhat meagre endowment. The *façade* of the Institution is of Italian architecture executed entirely in Portland stone. The buildings comprise a lecture hall capable of seating a thousand persons; a reading room of spacious dimensions, with a library of 20,000 volumes—many of the books being works of rarity; a museum; chemical, physical, and physiological laboratories, well supplied with apparatus and models; a gallery for the exhibition and study of works of Art; and a series of class-rooms for both day and evening classes of an advanced description. Since it was opened by the late Lord Palmerston in 1862, the Institution has filled a fairly useful career, both in a popular and educational sense. The inhabitants have the free use of the loan library, and also, after a certain hour of the day, the free use of the reading room. The students have gained many distinctions and appointments in various Government services, besides a number of

open scholarships and other honours at the Universities, Royal School of Mines, and elsewhere. During the past year 340 students have attended the various classes of the Institution. An Edward VI. Grammar School now extending its advantages after a somewhat stagnant interval, and a Trade School, founded by Alderman Richard Taunton, represent the other educational endowments of the town. There are a number of almshouses for aged women founded by the munificence of Mr. Robert Thorne, a London merchant, who lived at Southampton some two hundred years ago. The medical charities and benevolent institutions of the town are numerous; and the Royal South Hants Infirmary makes very large provision for the treatment of disease and accident. The Ordnance Survey Office, situated at the lower end of the Avenue, is, as its name implies, the headquarters of the Ordnance Survey of the United Kingdom, which was transferred from the Tower of London to Southampton in 1841. The work of the Survey is carried on by four companies of Royal Engineers, in addition to a staff of more than 2,000 civilians. Of this force about 500 are employed here, consisting of draughtsmen, engravers, computers, clerks, printers, and mechanics, under the direction of Major-General A. C. Cooke, C.B., R.E., Director-General of the Ordnance Survey, assisted by an executive officer, and officers in charge of departments. The processes of engraving, copper-plate, anastatic and zincographic printing, electrotyping, photography, and photozincography are here seen in perfection, the two last-named being those by which the maps on the 25-inch scale are reduced to the 6-inch scale with perfect accuracy. The art of photozincography has been successfully employed for producing *fac-similes* of a large number of the most ancient historical documents in the kingdom, including Domesday Book, Magna Charta, national manuscripts of England, Scotland, and Ireland, black-letter Prayer-Book of 1636, Anglo-Saxon manuscripts, and others in the National Record Office. From this office parties of the Royal Engineers were sent out for executing the Surveys of Jerusalem and the Peninsula of Sinai; an undertaking which has now been developed, unofficially, into that of the whole of Palestine.

There are some good hotels in Southampton. The "Dolphin," the "Crown," and the "Star," below the Bar, and the "Royal," above it, are conspicuous among them. The latter, which has just changed hands, has been handsomely refitted and decorated. But by far the largest and most important is the "South-Western Hotel," adjoining the Railway Terminus. The *façade* of the building—although only half the original design has been constructed—is very fine and imposing. Eighty bedrooms are well equipped; and the interior arrangements and appliances are all of a modern kind. The hotel is, indeed, one of the largest and finest in the provinces.

THE BARGATE AND THE OLD WALLS

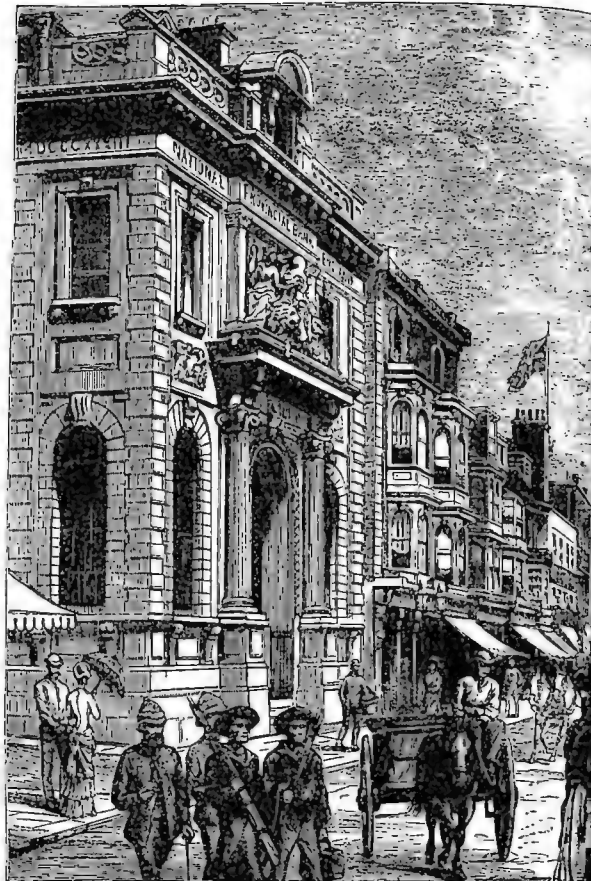
SOUTHAMPTON was formerly enclosed within walls as a fortified town, and the Bargate was the main entrance from the north. The length of these walls, which were principally built of Isle of Wight and Purbeck limestone, was 2,200 yards, or about one mile-and-a-quarter, and they must have had at least seven other gates. The walls ran east and west from the Bargate, then south on either side to the water heading up to the Quays, and crossing the sea-front to the water-gate at the bottom of the High Street, made a complete enclosure. The form of the area so enclosed was an oblong square, having one corner, that from West Quay to the Town Quay, rounded. The walls were surrounded on the land side by a broad and deep ditch running from the western shore, at the further end of Orchard Street, past Bargate to York Buildings, thence turning southward in a direct line down to the water at the Platform. The latter course of the moat, or ditch, is still known by the appellation of "The Ditches." This moat was originally cut sufficiently deep to admit the sea at high water, thereby completely insulating the town. The north front of the Bargate, which is remarkably handsome, stands considerably forward, but is bevelled back on either side to meet the walls, where it is flanked by two semi-circular turrets. It formerly possessed ponderous doors of great strength and a heavy portcullis, whilst a drawbridge spanned the moat in front of the gate. The round central arch of the Bargate is of Early Norman work, the arches flanking it north and south, though probably more than 500 years old, are of much later date. The perforations for passenger traffic at the sides of the Bar are comparatively modern arrangements, as are also the openings into them from the centre archway. The leaden lions *sejant* flanking the archways to the north were presented to the town 130 years since, to replace others then decayed, which were fixed at the outermost extremities of the parapet of the drawbridge spanning the ditch. The shields on the sunken panels above the archway are comparatively modern, and bear the arms of persons formerly officially connected with the town. The south, or High Street side of the Bargate was renovated some ten or twelve years since by the removal of the plaster coating which so strangely disfigured it. The figure in the Gothic niche, wearing a Roman toga, is intended to represent George III., and was placed there by the late Marquis of Lansdowne, who contemplated building a residence here at the beginning of the present century. Previously the straight wooden effigy of Queen Anne, now removed within the Guildhall, occupied the niche, but Queen Elizabeth originally had a statue here, and there was certainly much greater appropriateness in this, seeing that Elizabeth survives both in the town arms and crest. The wall runs eastward in a line from the Bargate. Within that distance are the remains of two towers, and a larger tower flanked the wall at the corner, from which point the wall continues due south through that part of the town known as the Back of the Walls. Canal Walk, or The Ditches, runs parallel with this, a little to the east. The latter is now one of the busiest thoroughfares for buying and selling in the town. The East Gate stood near the north-east angle, but was demolished in 1770. The eastern wall was defended by six semi-circular turrets and two square ones, besides the deep moat. It terminated against the sea, by the South Tower and God's House Gate, long used in later times as a Bridewell for debtors and felons. It was here that Dr. Watts, when an infant, was carried daily by his mother to see his father through the cell bars, when imprisoned for conscience sake. The water formerly washed the southern and western walls from the South Castle to the foot of Orchard Street, except opposite the Water Gate, at the bottom of High Street, and the West Gate, at both of which places quays were erected for the accommodation of shipping. The Water Gate was demolished about 1815. Following the wall round to the south-west, about 380 yards, we next reach West Gate, which is in tolerably good preservation, and, although small, is by no means weak. The wall from West Gate is the most remarkable part of the whole fortification. It here breaks into a series of arcades, which were obviously added to strengthen the old walls behind them. This was probably done soon after the town was pillaged by the French and Genoese, in 1338, as there seems reason to believe—according to Sir Henry Englefield—that this was about the spot where the invaders effected an entrance into the town. The name French Street adjacent also points to unpleasant reminiscences of the French in the same locality. The number of arches in the arcade is nineteen. They are not uniform in size or shape, but are remarkably picturesque in appearance. Many portions of the old wall at the back are believed to be Saxon; but they bear evident traces of having been repaired and strengthened after partial demolition, long before the arches were added. A small postern gate opens from one of these arches into a steep narrow alley known as Blue Anchor Lane. The wall here is over five feet in thickness. Brille



NETLEY HOSPITAL



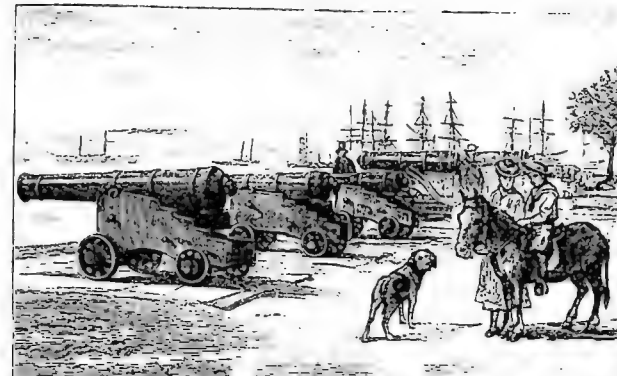
RUFUS'S STONE, NEW FOREST



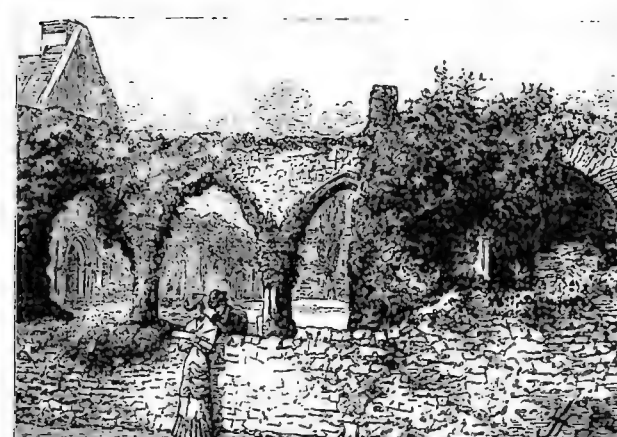
THE PROPOSED NEW DOCK



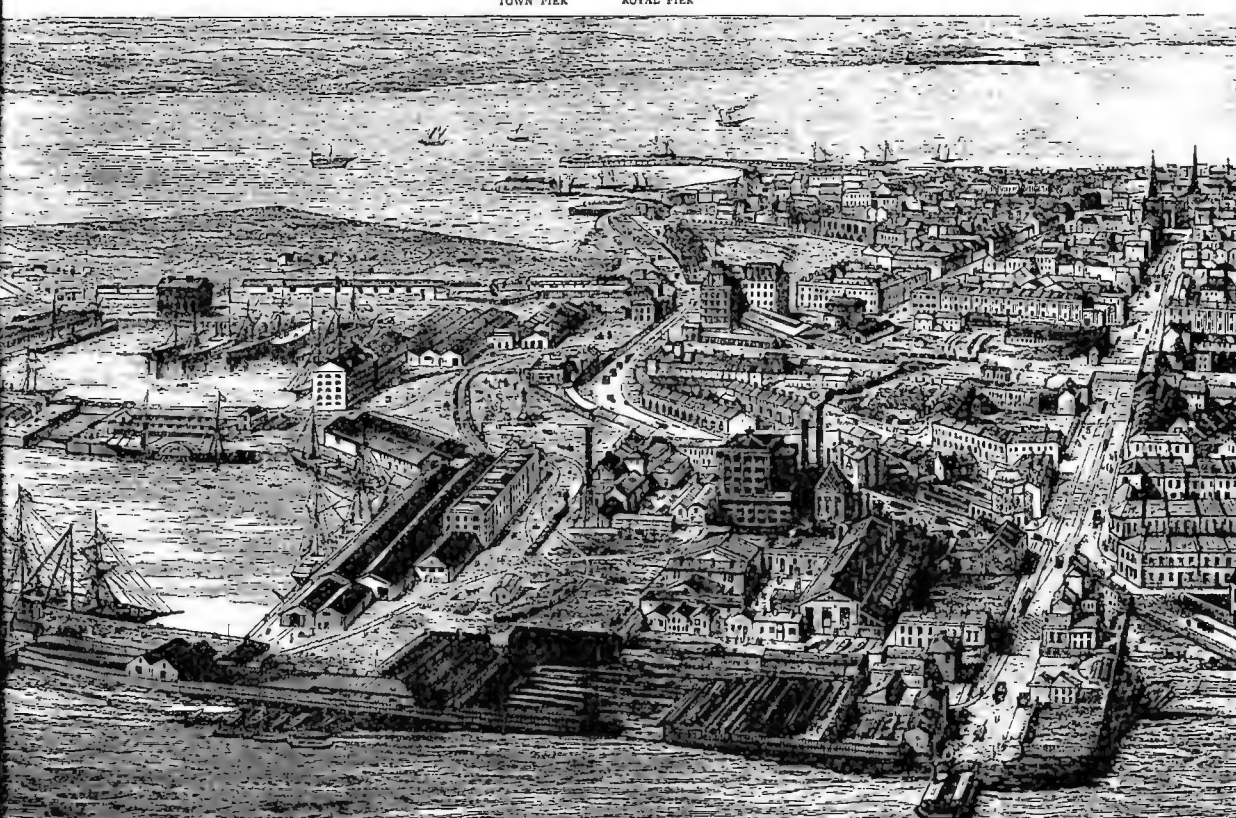
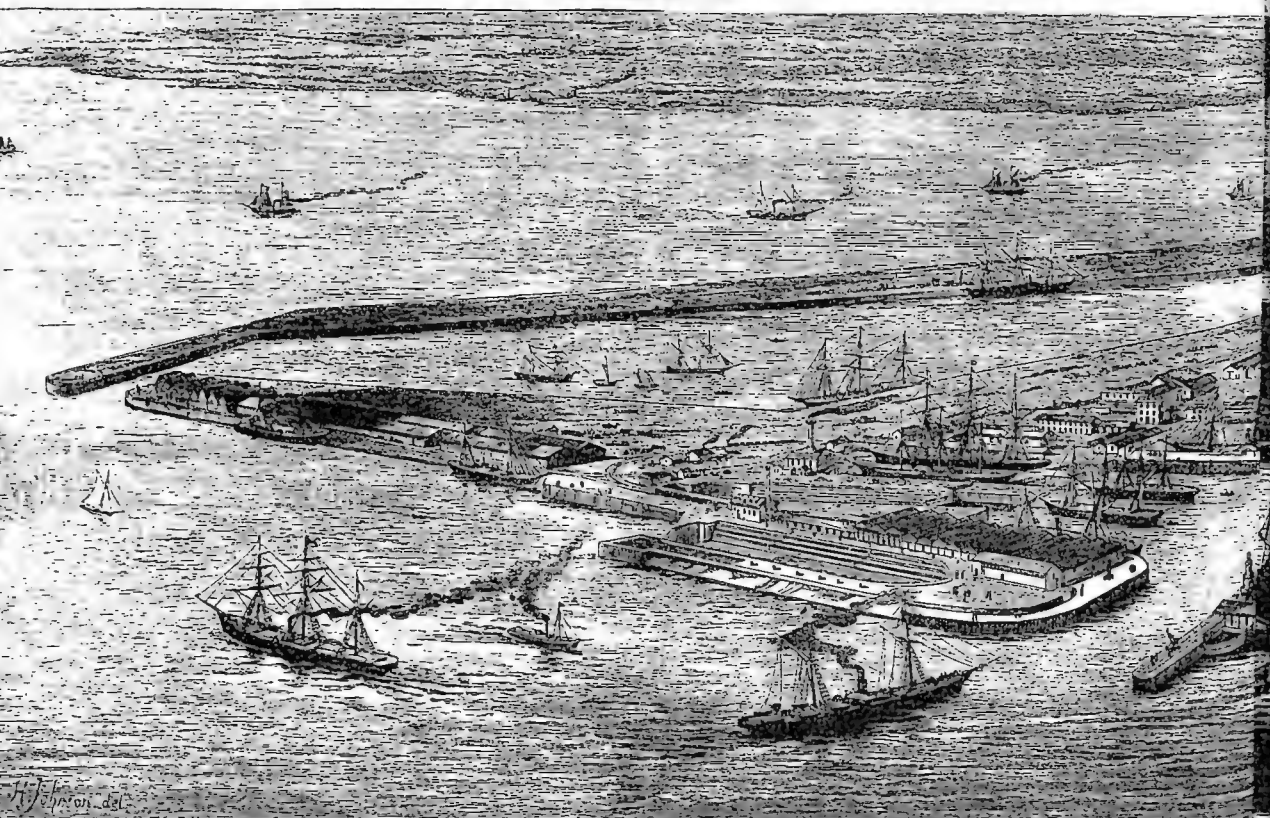
HIGH STREET



THE PLATFORM



BEAULIEU ABBEY



GENERAL VIEW OF THE DOCK
SOUTHAMPTON ILLUSTRATED

Gate formed the entrance into Simnel Street, adjoining; and from this point up to the foot of Orchard Street, where the wall skirts the Western Shore, there are three other towers. They are known respectively as "Catch Cold Tower," a large and very high square fortress, of which the buttresses still remain; "Prince Edward's," or "Arundel Tower;" and "Wind Whistle Tower," the latter being the great ivy-mantled tower at the angle where the wall turns eastward from the shore, to join the Bargate. Level with the interior of the walls, midway between the Catch Cold and Arundel Towers, there exists a vast subterranean chamber capable of holding two hundred men. On the high ground inside the western walls, there formerly existed the Castle of Southampton, built by William I., if not earlier. The Castle seems to have been a ruin at the beginning of the seventeenth century. It passed through various hands, and its site is now known as Lansdowne Hill, from the Marquis of Lansdowne, into whose possession it came, and who endeavoured to turn it into a mansion; but the next owner sold the property in lots for building purposes, and so the castle passed out of existence. The mound on which the keep stood was then levelled, and is now the site of Zion Chapel, on Lansdowne Hill.

QUAINT AND ANCIENT PLACES

GOD'S HOUSE, with the Church of St. Julian, situated in Winkle Street, at the southern extremity of the High Street, was founded in 1226 by a wealthy Southampton merchant—Gervase le Riche—and called by him *Maison de Dieu*. The ancient buildings for the inmates have been rebuilt in the Tudor style. The Chapel of the Hospital was assigned to the Protestant refugees from France and the Netherlands in the time of Edward VI. and Elizabeth. They subsequently adopted the Anglican Liturgy, and became a French Conformist Church. The services are now regularly conducted in French. The site of the Convent of the Grey Friars is in Gloucester Square adjoining. The Friars were intimately connected with Southampton life for three centuries, and conferred one important benefit upon it in affording the town its first regular supply of water. On the other side of the High Street, in Porter's Lane, are the remains of Canute's Palace. Further on at the end of Bugle Street there is an old Saxon house of which we also give an illustration on page 34. Blue Anchor Lane, leading to the West Quay from St. Michael's Square, is one of the most interesting of the old places in Southampton. It is a winding alley with a rapid descent, and joins the West Quay by a small postern gate. On each side of it are the remains of a Norman house—the reputed palace of King John, while further on, in Simnel Street, is a very fine vault, with groined roof of thirteenth-century work. On the west side of St. Michael's Square are some ancient timber-gabled houses, one of which is the reputed residence of Henry VIII. and Anne Boleyn; and the house, No. 17, High Street, is said to have been the place where Charles I. received the Ambassadors of the Netherlands. Dr. Isaac Watts was born in 1674 in the house now numbered 21, French Street, which was used as the Post Office a few years since. It is three doors below the Fish Market, in a small paved court with a row of limes before it; and has for many years been a special object of interest to visitors.

Shakespeare, in all probability, had a personal acquaintance with Southampton. Some of his poems are dedicated to Henry Wriothesley, Earl of Southampton, who lived in a magnificent mansion on the site of Bugle Hall. The friendly familiarity of the terms employed suggests that Shakespeare was an intimate friend of the earl. If so, he may have been a visitor at his house in Bugle Street, and may probably have had before him the old castle, walls, and Bargate, when he says in Henry V., "Unto Southampton do we shift our scene."

THE NEW FOREST, NETLEY, AND THE SUBURBS

THE neighbourhood of Southampton is on all sides exceedingly beautiful, and few, if any, seaside resorts excel it for the varied routes of travel by water or land which it presents. East or west the prospect is equally attractive. The New Forest, which covers an area of 63,000 acres, is easily reached by rail to Brockenhurst or Lyndhurst, or by a drive to Stoney Cross. Near the latter place is Rufus's Stone, marking the position of the tree whence Sir Walter Tyrril's arrow glanced into the heart of the Red King. How fatal that forest hunting-ground must have been to the family of the Norman Conqueror! The scenery of the New Forest is varied, romantic, and beautiful. The woods in many places are grandly magnificent; while historical associations and architectural remains—such as Beaulieu Abbey—lend peculiar charms to the sylvan glories of the Forest. Lyndhurst Church, which is a fine building, has a magnificent fresco painting of the wise and foolish virgins over the altar by Sir Frederick Leighton, the President of the Royal Academy. Going north-west to Romsey, Broadlands—the Hampshire home of the late Lord Palmerston—possesses special attractions, while the fine old Abbey Church is, perhaps, the most perfect of all the Norman churches existing in England. Embley Park, till lately the residence of Miss Florence Nightingale, is also near at hand. Between Romsey and Winchester is the picturesque village of Hursley, where John Keble, the author of the "Christian Year," who was for many years its vicar, lies buried near the Vicarage, on the south side of the church. Here also is buried Richard Cromwell, the second Protector, and his wife Dorothy, through his marriage with whom he owned the Hursley estate, which afterwards involved him in litigation with his daughters. On the western side of Southampton the River Itchen is crossed at its entrance by a steam floating bridge, which runs every few minutes. The Cross House is an ancient stone structure, under which our ancestors found shelter while waiting for the ferry boat. It is an interesting relic of bygone days, and consists of two walls, crossing each other at right angles, supporting a conical roof, and thus being capable of affording shelter which ever way the wind might blow. On the other side of the river is Woolston, with the village of Itchen to the left, and that of Weston, lying back a little on the road to Netley. Miss Mitford wrote a poem on the beauties of Weston during her stay at Weston House, and even the practical mind of William Cobbett was stirred by its natural charms. Netley Abbey, three miles distant, is supposed to have been founded in the twelfth century by the Cistercian monks, who loved to build their homes among the woods. It was no doubt an offshoot of Beaulieu, on the other side of the Southampton Water. The community consisted of an Abbot and twelve Brethren. The grounds of the Abbey are a favourite place for picnics, and a more delightful spot for such a purpose it would be impossible to conceive. A mile beyond the Abbey is the Royal Victoria Military Hospital, for the reception of invalid British soldiers from all parts of the world. Rather over a quarter of a mile in length, beautiful for situation, and chosen for the salubrity of the climate, the Hospital provides more than a thousand beds, and has generally some hundreds of patients under medical treatment. The Army Medical School is attached to this Hospital. The elegant Gothic Cross in the grounds was erected to the memory of the medical officers who fell in the Crimea. The Isle of Wight and other places in the neighbourhood present innumerable attractions to visitors also. When the British Association met here in 1846 it was under the presidency of the late Sir Roderick Murchison. What the changes are which have taken place since then we have done something to indicate. And so, with enlarged opportunities and increased facilities, and an era of scientific advance bridging the interval between the former meetings and the present, Dr. Siemens had the satisfaction last August of conducting the proceedings of a gathering as far surpassing its predecessor in magnitude and importance as the Southampton of 1882 did the Southampton of 1846.

"HAMPTON"



THE cholera epidemic in EGYPT continues to excite grave apprehension throughout the Continent. True, the disease is no longer so virulent at Damietta, where the deaths have decidedly diminished, but the rate of mortality has risen in other towns, and further places have been attacked, such as Menzaleh, midway between Damietta and Port Said. The affected towns are in a most pitiable condition, and the mismanagement of the Egyptian Government makes matters worse. Mansourah, in particular, is so rigidly isolated as to lack money, medicines, and food. Indeed, it is doubtful whether some of the numerous deaths—102 on Tuesday—may not be due to starvation rather than to cholera proper. Even the provisions sent were not allowed to pass the cordon, and the unfortunate inhabitants, trying to break through to obtain the relief actually in sight, were fired upon by the troops. This distress has aroused the European community in Alexandria, who interviewed the Khédive, and respectfully insisted on help being permitted to reach the unlucky city. The Egyptian authorities assert that they have done all in their power to relieve suffering, but there seems little reason to doubt the statements furnished by reliable Europeans. Damietta, too, is little better off, for the wealthy citizens have fled, and the streets are filled with long files of donkeys bearing the dead, strapped on saddles, to the grave.

Every care is being taken to avoid infection at Cairo and Alexandria, one fresh cholera case being reported from the latter city. There, however, besides the official sanitary Commission, an independent British Commission has been inspecting the houses of the European residents. Such measures seem to be much needed in Alexandria, to judge from the reports of the defective drainage, the bad water supply, and the offensive condition of the slaughter-houses which supply the town with meat. These are not far from the British barracks at Ramlah, where the 46th Regiment have 116 sick out of 802 men. The invalid roll of the remaining 6,000 troops amounts to 476. The Cairo authorities are trying to show that the cholera was imported from India, but their accusations at present cannot be proved. It is hoped that the epidemic may abate when the Nile rises, as in previous outbreaks, but the Europeans are still hurrying away, the steamers being crowded. The exodus has greatly damaged business, and all political matters are completely merged in the cholera agitation, little attention being paid to the result of Khandeel Bey's trial. The accused has been sentenced to seven years' penal servitude for gross neglect of duty during the Alexandria massacre, but is acquitted of conspiracy in the matter.

Meanwhile all Continental countries are busily considering how they can best keep out the dreaded malady. Even those nations least careful in sanitary matters have bestirred themselves, and quarantine is strictly enforced on all sides. Thus at Brindisi the homeward bound British steamer *Surat* was not allowed to land her mails, particularly as the number of her officers and crew differed from that reported in the bill of health from Alexandria. She was despatched to Spezia for quarantine, but ultimately went to Trieste, where the regulations are not so strict. The French are equally particular, and passengers to Marseilles are furious at the expense and delay of undergoing quarantine at Frioul, and threaten to call upon the French Government to refund the outlay.

The course of the Comte de Chambord's illness is anxiously watched in FRANCE. The sufferer fluctuates considerably, but is evidently beyond cure, the end being only a matter of time. As he is rarely able to take nourishment he is extremely weak, and has received both the Last Sacraments and the Papal blessing. Nevertheless, he is perfectly sensible, and insisted on seeing the Orléans Princes, much against his physician's will. Accordingly the Comte de Paris and the Ducs de Nemours and Alençon spent some time with the dying Comte on Saturday, the interview being thoroughly cordial, while politics were carefully excluded. The Comte de Chambord was most affectionate to the Comte de Paris, whose hand he clasped all the time, and this interview is generally considered as effectually crushing the chances of young Don Jaime as heir to the Bourbons. The Orléans Princes remain in the neighbourhood for the present, and the Duc d'Aumale has requested official permission to join them in case of the Comte de Chambord's death. Prince Napoléon has come to Paris on the watch, and has been protesting against M. de Cassagnac's hints of the Bonapartists joining the Royalists.

The Tonkin difficulty has again come to the front after a temporary lull. M. Tricou and Li-Hun-Chang having failed to agree at Shanghai, the French Envoy has gone to Peking to open the question formally with another Chinese representative, while at home the Government have explained their intentions during a warm debate in the Chamber on Tuesday, resulting in approval of the Cabinet's policy. This discussion was highly enlivened by M. Paul de Cassagnac's violence, the Bonapartist champion politely styling M. Ferry a liar and a coward, and being accordingly suspended for a fortnight, and by M. Challemel Lacour losing his temper over the Marquis Tseng's statements to the interviewers. The gist of the Government declaration was that France does not desire any conquest of Annam, but simply wishes to establish her position in Tonkin, and will not venture further troops or money without convoking Parliament. She also intends to maintain peaceful relations with China. These conciliatory statements, however, were somewhat counteracted by certain menacing hints from M. Lacour, nor are they echoed either by the French Press, which advise prompt action, or by the French Minister from Annam, who has come home urging that Tu Duc should be reduced to powerlessness. Respecting their other colonial undertaking, the French are carrying matters with a high hand in Madagascar. Their conduct on the occupation of Tamatave apparently hastened the death of the British Consul, while English subjects have been harshly treated. The French Press seem highly satisfied with England's decision concerning the new Suez Canal. The National Fête to-day (Saturday) does not promise to be so popularly successful as in former years. The Radicals hold aloof because the Government has refused to grant a political amnesty, the Royalists call the festival the "Fête of Assassins," and the quiet citizens will probably have the rejoicings to themselves.

The interest felt throughout AUSTRIA in the remarkable Jewish trial at Nyiregyhaza has been considerably heightened by the disclosures of the cruelty practised by the Hungarian authorities to extort evidence against the Jews. If some of the witnesses are to be believed, they were beaten, forced to drink quantities of water, and otherwise brutally used, while one girl was seriously ill-treated even by her own parents. Many of these witnesses now tell the Court a very different tale from their previous depositions. Further doubts have been thrown on the identity of the body found in the Theiss, and supposed to be that of the missing Esther, owing to a mysterious letter announcing the murder of another girl.—ROMANIA has at last amply apologised for the injudicious remarks at Jassy, warmly asserting her loyalty towards her neighbour.

Disastrous floods have occurred in INDIA, heavy rains in the Bombay district having caused the worst inundations known for sixty years. Surat suffered most, as the River Taptee suddenly

flooded the city, and 5,000 houses collapsed. Several lives were lost, and numbers of the inhabitants are homeless and destitute. Bridges were carried away in all directions, and railway communication was temporarily stopped. Happily the waters have subsided. There is little fresh respecting the Albert Bill agitation, save that the reports have come in from the Madras Government, and, like those from other districts, are mainly unfavourable to the measure. Public opinion generally inclines to the idea that the Government will compromise the matter. The frontier tribes are giving slight trouble. Thus, on the Eastern border 500 Nagas attacked a British division on the way to punish a disorderly village, but were beaten off with loss. The British had no casualties whatever. In the West the Afridis, who are subsidised to keep open the road to Peshawur through the Kohat Pass, threaten to close the pass in return for the pending increase of the salt-tax. Across the frontier, in AFGHANISTAN itself, all is quiet at present, and the Ameer's hands have been strengthened by the Indian Government deciding to allow him an annual subsidy.

British pauper emigration to the UNITED STATES appears to have ceased, as no further unsuitable persons have been found among recent arrivals, though the authorities strictly examine the emigrants. Americans in the different States have experienced some remarkable contrasts of temperature within the last week. While a cold wave swept over Chicago, and necessitated fires and overcoats, New York State suffered from such intense heat that the thermometer reached 100° in several places. In New York City 672 infants died from heat in one week, and many persons succumbed to sunstroke. Rain happily brought cooler weather on Sunday.—The President has notified the British Government that the Fishery Provisions of the Treaty of Washington terminate in July, 1885.

Amongst MISCELLANEOUS ITEMS GERMANY has been commemorating her lost favourite Wagner by a grand performance of *Parisfal* at Bayreuth. The Government Press are grumbling at the Vatican for its ingratitude respecting the recent State concessions to the Church.—Serious thunderstorms have occurred in SWITZERLAND, torrents of mud and water having devastated Beckenried, on the Lake of Lucerne.—We hear from DENMARK that a Dane named Nielsen, arrested for incendiarism near Copenhagen, confesses that he caused the disastrous fire at the Victoria Docks in 1881.—TURKEY has been trying to stop English steamers working on the Tigris and Euphrates, and the British Consul at Bagdad threatened to summon a British war-vessel to the rescue. Accordingly the British Chargé d'Affaires at Constantinople has requested the Porte in a friendly manner to temporarily maintain the *status quo*. Brigands have carried off a rich Galata banker from a village some thirty miles from Constantinople, and demand 6,000*l.* ransom.—The British Government's refusal to sanction the annexation of New Guinea has caused bitter disappointment in AUSTRALIA. Thus the Victorian Premier has declined in Parliament to accept the decision as final, and the Queensland Government declared in the House that they would leave nothing undone to fulfil the wishes of the Australian Colonies on this score.—Severe fighting between Cetewayo and Oham is reported from SOUTH AFRICA, the Zulu King having defeated and imprisoned Oham. Though gratified that England should resume the control of Basutoland the Cape Government is not so well pleased with the conditions of the transfer, which have been unfavourably received by the Cape Parliament, and the Orange Free State is equally discontented. The Basutos themselves are thoroughly satisfied.



THE QUEEN held the first installation of the New Order of the Red Cross at Windsor at the end of last week, when Her Majesty decorated ten lady nurses for their services during the Zulu and Egyptian campaigns. Assisted by Princess Beatrice the Queen herself affixed the decoration to each lady's shoulder. On Saturday the Princess of Wales and her daughters lunched with Her Majesty, and Lords Hartington and Rowton joined the Royal party at dinner. Next morning the Queen and the Princesses were present at Divine Service in the Frogmore Mausoleum, where Her Majesty has preferred to attend since her accident, finding some difficulty in ascending the steep staircase to the Royal pew in the Windsor private chapel. The Princesses afterwards went to the service in the private chapel, and in the evening the Dean of Windsor dined with the Queen. On Monday the Duke of Cambridge lunched with Her Majesty, and the Princesses Beatrice and Elizabeth came up to town to accompany the Duke of Albany to the Opera. Princess Christian lunched with the Queen on Tuesday, and Mr. Gladstone had audience of Her Majesty, while next day the ex-Empress Eugénie visited the Queen.

The Prince of Wales on Saturday presided at a meeting of the Governors of Wellington College. Later the Prince, with the Princess, opened the new buildings of the City of London College, Moorfields. On Sunday the Prince and Princess and their daughters attended Divine Service, while the Prince and Princess of Saxe-Meiningen spent the day with the Duke and Duchess of Albany at Claremont. On Monday afternoon the Prince and Princess, with the Prince and Princess of Saxe-Meiningen, Prince and Princess Christian, and the Duke and Duchess of Connaught, attended the concert given by the Lord Mayor at the Guildhall in support of the Royal College of Music, and afterwards visited the Irish Lace Exhibition. In the evening they dined with the Marquis and Marchioness of Bath, and went to Lady Rosebery's ball. On Tuesday the Prince and Princess went to the French plays, and on Wednesday night were present at the entertainment arranged at the Albert Hall by the Savage Club to found a Savage Scholarship at the Royal College of Music. To-day (Saturday) the Prince and Princess give a garden-party at Marlborough House.



THE ARCHBISHOP OF CANTERBURY took the chair at the Annual Meeting of the Church Defence Association. The accounts for the year showed a balance of receipts over expenditure amounting to 1,636*l.* The Archbishop pressed upon the meeting the importance of diffusing knowledge in a popular form as to the work which the Church had done, and Mr. C. Raikes warned them that "the monster of Disestablishment was again raising its head, and that they would once more have to do battle for the Church."

ON FRIDAY LAST Mr. Justice Stephen pronounced for the plaintiff in the suit of Ebbetts v. Booth in a severely-worded judgment, in which he described the affidavit put before Mr. Justice Kay as "disingenuous and misleading." Execution was stayed for a week, to enable "the General" to appeal. This Mr. Booth intends to do, and has further written to the papers, stating that he

has taken over more than 200 similar places, and was never accused of breach of faith before. It is said that he will now allow alcoholic drinks to be sold in the hotel.—All meetings of the Army have been prohibited in Canton Vaud as aggressive in character and incompatible with order and good manners; and there have been anti-Salvation riots at Rolle, where popular irritation against the Army has been aroused by the publication of a letter from one of the "officers" to Miss Booth, stigmatising the Vaudois as worse than heathens. At Geneva the interdiction of the Prefect of Police has been confirmed by the Cantonal Government, and will, it is thought, be made general by virtue of the law which forbids the proselytising of women and minors without the consent of the heads of families.—At Croydon, where a rough was fined 10s. for knocking down the doorkeeper and otherwise disturbing a "watch-night" service, the Bench declared the Army was going from bad to worse, and that respectable people in Croydon were disgusted by their processions.

THE PRIMATE has appointed the Rev. W. A. Moberley of Christ Church, Oxford, resident chaplain and private secretary in the room of the Rev. R. Davidson, now Dean of Windsor.—The Bishop of London has filled the vacant Prebends in St. Paul's Cathedral by the preferment of his examining Chaplain, Dr. Gifford, ex-Fellow of St. John's, Cambridge, and afterwards Head Master of King Edward's School, Birmingham, to the Prebendal Stall of Islington, lately held by the Rev. E. D. Coleridge, and of the Rev. G. Hodson, Vicar of Enfield, and late Fellow of Trinity College, Cambridge, to that of Newington in the room of the late Dr. Irons.—The Bishop of Peterborough, who has been alarmingly ill, is reported this week to be somewhat better.

THE VERY REV. ARCHIBALD BOYD, D.D., Dean of Exeter, died early on Wednesday morning at the Deanery. He was born in Londonderry in 1803, and was made Dean of Exeter in 1867. Dr. Boyd was a moderate Evangelical, and a voluminous writer on ecclesiastical questions.

THE BISHOP OF LINCOLN has written to the Archdeacon and Rural Deans of the Diocese to announce his intended resignation. At his age (seventy-six) the cares of his Diocese, including the great city of Nottingham, are too heavy for him, and the endowment and erection of the See of Southwell seem too distant to justify his retention of an office the duties of which he can no longer adequately discharge.



ROYAL ITALIAN OPERA.—The operatic incident since our last has been the revival of *La Gazza Ladra*, which of recent years has been strangely ignored in favour of works that not only for richness of melody, but for genuine dramatic expression, are not to be compared with it. *La Gazza Ladra*, since its first production at the Scala, Milan (1817), has been represented from time to time at every theatre in Europe where Italian operatic music could find a home and appreciative audiences with invariable success. And this is by no means surprising, considering the interest attached to the story, as simple and natural as that of *La Sonnambula* itself, combined with such music as the "Swan of Pesaro" could write almost *currente calamo*, in the hey-day of his career, when he had just given the perennial *Barbiere* to the world, and was immediately afterwards engaged upon *Mosè in Egitto*. The French *Pie Volante*, brought out at the Porte St. Martin, and known familiarly among ourselves as *The Maid and the Magpie*, has been on various occasions used for the purposes of the lyric stage, but never before or since so brilliantly as by Rossini. The manner in which this charming, expressive, and tuneful masterpiece was wont to be performed by Italian representatives of the purest Italian school in times gone by is not to be expected now. Those who can remember Grist as Ninetta, Alboni as Pippo, Mario as Giannetto, Tamburini as Fernando, and Lablache or Ronconi as the Podestà, will doubtless retain a vivid impression of the uniform excellence of the *ensemble*. Such a distribution of the leading characters in our time is not to be hoped for, and those who have witnessed it must perforce be content to dwell upon the memories of the past. Happily we have still, in Madame Adelina Patti, a vocalist who worthily preserves the traditions of that genuine school of Art to which the Italian method of singing and vocal declamation is indebted for the high distinction which it legitimately claims. That her delineation has ripened with her ever-ripening talent—for no one who is at heart an artist ever willingly stands still—may be taken for granted. It would be scarcely possible to pick holes in a performance, both vocally and histrionically, so nearly touching on perfection. Madame Scalchi, though in no respect another Alboni, was as good as Pippo as we can now reasonably expect, her fine contralto voice being used to excellent purpose, while Signor Cotogni displayed his accustomed artistic finish in the music of Ferdinand. The character of the Podestà is beyond the resources of M. Gailhard, who invested it with no dramatic significance. Signor Frapolli, in the small part of Giannetto (Ninetta's lover) was, as always, careful and correct. The promised revival (on Tuesday night) of Wagner's *Flying Dutchman*, with Madame Alboni as Senta, was postponed in consequence of the illness of Signor Ravelli. The season is rapidly drawing to a close.

VERDI.—Signor Verdi and Madame Verdi, his wife, are at Montecatini, taking the benefit of the warm springs. It is now affirmed that the celebrated composer, although he has declined the commission to write a new work for the Birmingham Festival, intends proceeding with his long-promised opera, *Iago* (or *Otello*), the libretto of which has been prepared for him by Signor Boito. In addition to this he is said to be remodelling *Don Carlos*, one of his least successful, though by no means least ambitious, efforts. "If strength does not fail me," writes Verdi to Ricordi, the great music-publishing firm at Milan, "I will have it (*Otello*) ready for the Carnival of next year."

WAIFS.—The Apollo and Argentina Theatres in Rome have been furnished with the much-talked-of iron curtains. Nevertheless it is doubtful, if the Italian papers may be credited, whether there will be any national opera in the "Eternal City" during the forthcoming autumn. The municipality has declined to vote the annual subsidy for the Apollo, which must, in consequence, remain closed. Up to the present time the subscriptions towards the projected Mozart Monument have barely reached 50,000 florins. This does not say much for the enthusiasm of the Germans on behalf of "the greatest of all absolute musicians."—The much-talked-of "posthumous" opera, *Der Graf von St. Mégrin*, found among the MSS. of Flotow, composer of *Martha*, *Stradella*, &c., instead of being, as was generally reported, an effort in an entirely new direction of a higher class than any of his previous works, now turns out to be an early effort, identical in fact with *La Duchesse de Guise*, first performed in 1838 at the country seat of a friendly patron, subsequently, in 1840, at the Paris Théâtre de la Renaissance, and a year later at the Grand Ducal Theatre, Schwerin, on the occasion of the Grand Duchess Alexandrina's birthday—after which it was allowed to drop into oblivion. This has dispelled the hopes of some that Flotow had bequeathed at least a *Guillaume Tell* to posterity.



THE NEW RULES of the Supreme Court, over which the Rule Committee of the Judges has been so long employed, were published this week, and will come into operation on the 24th of October. The most striking of many important innovations is the practical abolition of trial by jury in civil actions. It is true that either party may still claim a jury, as of right, in trials for libel, false imprisonment, &c., but all experience goes to show that a right which can only be claimed as an alternative tends rapidly to fall into desuetude.

THE BELT LIBEL CASE, with respect to which Mr. Webster stated on Saturday that it had been found impossible to effect a compromise, took a new turn on Monday by the declaration of Sir Hardinge Giffard, that if it was a question of damages his client, Mr. Belt, would submit to a great reduction, or leave the matter in the hands of the Court rather than face the ruinous costs of a new trial. Mr. Justice Manisty promised to communicate with the Chief Justice on the subject. What the other side will require is uncertain, though the general public, save a few scandal-mongers, would gladly be spared the wearisome repetitions of a second hearing.

THE COURT OF APPEAL have decided in the case of *Munster v. Lamb* that an action cannot be maintained against counsel or solicitors acting temporarily as counsel for defamatory statements made in the conduct of proceedings. Mr. Munster, who had brought the suit against Mr. Lamb, a well-known solicitor of Brighton, had been nonsuited by the direction of Mr. Justice Williams on the first trial, and the Divisional Court had refused to set the nonsuit aside. Lords Justices Brett and Fry have now confirmed the decision of the Court below.

THE POWER OF BAILING, according to Lord Coleridge in his charge to the Grand Jury at Salisbury, might more frequently be used in the case of the humbler class of prisoners, who are refused bail, while persons in a higher position, even though committed on more serious charges, are readily admitted to it. Indeed, many of the poorer prisoners never think of making application, and thus often undergo an unnecessarily long imprisonment.

THE INQUIRY into the recent collision in the Channel terminated on Wednesday. The Court decided that the blame rested solely on the master and the second officer of the *Waitara*. The latter, who was drowned, was the direct cause of the disaster by giving contradictory orders to the helmsman. The master was guilty of negligence in going below, but the Court would not in this case deal with his certificate.



THE return to London of Madame Sarah Bernhardt—whose popularity is scarcely less in England than in France—has at once restored animation to the Gaiety Theatre, where the season of French plays has hitherto been somewhat depressing. In choosing *Fédora* for her first appearance this year, and confining her performances to that latest fruit of M. Sardou's ingenuity, the management have doubtless been well advised; and this not only because of the novelty of the play, but also because of its peculiar characteristics. Hitherto Madame Bernhardt has chiefly delighted by the poetry, the grace, the idyllic tenderness of her acting, and the subtle music of her incomparable voice. In the part of the fiery passionate Russian Princess in *Fédora*, however, these charms have little play. There are here no nicely balanced verses to be dropped into the ear with all those delicate nuances of intonation with which this remarkable actress has so often taken the reason prisoner. The dialogue is not only in prose, but in prose which disdains the graces of style, and goes direct to the matter in hand with a sort of rude energy that may be passionate, but is certainly not poetical. In brief *Fédora*, in its conception and execution, is essentially melodramatic, and Madame Sarah Bernhardt is called upon to interpret a part in which Madame Marie Laurent and Madame Lacressonnière would have found themselves perfectly at home. That the result is not the less a brilliant success is a striking evidence of the versatility and power of the actress. All the great points—now rendered familiar to every one who concerns himself with theatrical matters—were received by the numerous audience assembled on Monday with enthusiasm. Nor could the famous cry of anguish over the bed of the murdered Vladimir, or the equally famous *Tue-le! Tue-le!* or the wonderful variety of moods depicted with lightning-like rapidity in the final death scene have sent a greater thrill through the breasts of the audiences of the Paris Vaudeville. The excitement which this performance causes is sufficiently shown by the circumstance that Madame Sarah Bernhardt has undertaken to repeat this exhausting impersonation no fewer than nine times in the six days to which, owing to other engagements, her visit is strictly limited. This includes the three *matinées*—Tuesday, Thursday, and Saturday.

It is owing to this arrangement that Madame Bernhardt has reluctantly been compelled to give up her cherished intention of playing Pierrot once before the English public in the hope that her admirers here would enter more cordially into the spirit of that performance than audiences have done in France, Denmark, Sweden, and other countries where Pierrot Assassin has occasionally been rather rough handled. The following statement published in a daily paper on Monday last is worth quoting, as it gives, we believe, on the very best authority, and for the first time, Madame Bernhardt's own views on the subject of this impersonation:—"Madame Bernhardt is, we believe, of opinion that the opposition it has met with is based on a notion that her appearance with a whitened face and in the traditional costume of the Pierrot of the old Italian pantomime is a mere concession to the vulgar appetite for what is strange and incongruous. Such, however, is not the actress's idea, which is rather that of exhibiting the power of expression by action, thus foregoing, for the moment, the aid of that incomparable gift of voice which her detractors have been known to describe as the chief secret of her power. Pierrot, though the prototype of the clown of our stage, was not always a strictly comic personage; and in this instance he figures in the successive stages of love, jealousy, hatred, madness, and finally furious desire for vengeance, under the influence of which he slays his mistress Colombine."

Last Saturday afternoon Mr. George MacDonald and his family gave, at the Steinway Hall, the first of a series of "dramatic recitations in costume." The play chosen was *Polyeuctus*, a version adapted by Mrs. MacDonald from the French of Corneille being that selected. As most persons are aware, this powerful classic play deals with the fortunes of a convert to Christianity, who, declining to sacrifice to the pagan gods, is put to death. His wife, hitherto a pagan, renounces her religion, and adopts the creed of her husband just as the latter is led away to death. It would be unfair to expect from Mr. MacDonald and his family the accomplished art of

the professional actor. But, notwithstanding its occasional monotony, their performance was dignified and impressive, and at times the feelings of the audience were deeply moved. No scenery was employed; but the costumes, while simple, were presumably those of the period. The effect created was all the more creditable considering the extreme simplicity of the means employed. It is probable that these performances will not create so much interest as those of "The Pilgrim's Progress," in which Mr. MacDonald and his family first appeared before the public. *Macbeth* is announced for recitation on subsequent Saturdays.

At the NATIONAL PANORAMA, York Street, Westminster, there is to be seen a fine view of the Battle of Tel-el-Kebir, painted by M. Olivier Pichat. The painting, which occupies a large circular space of canvas, is so skilfully blended with real earth, rushes, grass, &c., that it is very difficult to discover the junction between the natural and the painted. The effect of distance, too, is well produced, and a bird's-eye view of the desert is given, which makes one understand the sort of country in which Lord Wolseley won his battles better than any written description. There are good portraits of the General and his Staff, and the Ironclad Train, the Indian Cavalry, the flying Arabs and victorious Britons are all introduced with great fidelity.



HARVEST PROSPECTS.—In the Home and Eastern counties haymaking is generally over, and the yellowing tinge of some of the earliest corn fields reminds us that corn harvest is only about three weeks off. In the North farmers who have waited, or who have had to wait, for their hay will be all the more fortunate for the delay, seeing that the past fortnight's rain and heat combined have greatly stimulated the growth. The thundershowers, which have been extremely frequent and often heavy, have greatly benefited the root crops as well as all such vegetables as are growing in the kitchen garden. These have now obtained a good start which will the better enable them to stand the heat, which for the sake of our cereals we may hope to have from now to the end of August. Except where a weak plant has been beaten down by the thunder-rains the wheat and barley crops have made substantial and rapid progress since the beginning of July. The wheat ears are filling out well, and look like a good yield, and the straw, although short, is healthy and strong. The prospect of a good crop of oats have increased considerably of late, as this crop benefits enormously by rain and heat combined at this time of year. The apple orchards appear of fine promise, and although pears are variable, yet there should be many growers favoured this season. Plums are the failure of the year—they will scarcely be one-third of last year's crop as far as our own observation goes, and the opinions of others whom we have met appear to be in complete agreement on this point. Hops are likely to be a very fine yield. There is as little fly this year as last year there was a desolating fecundity of this insect pest.

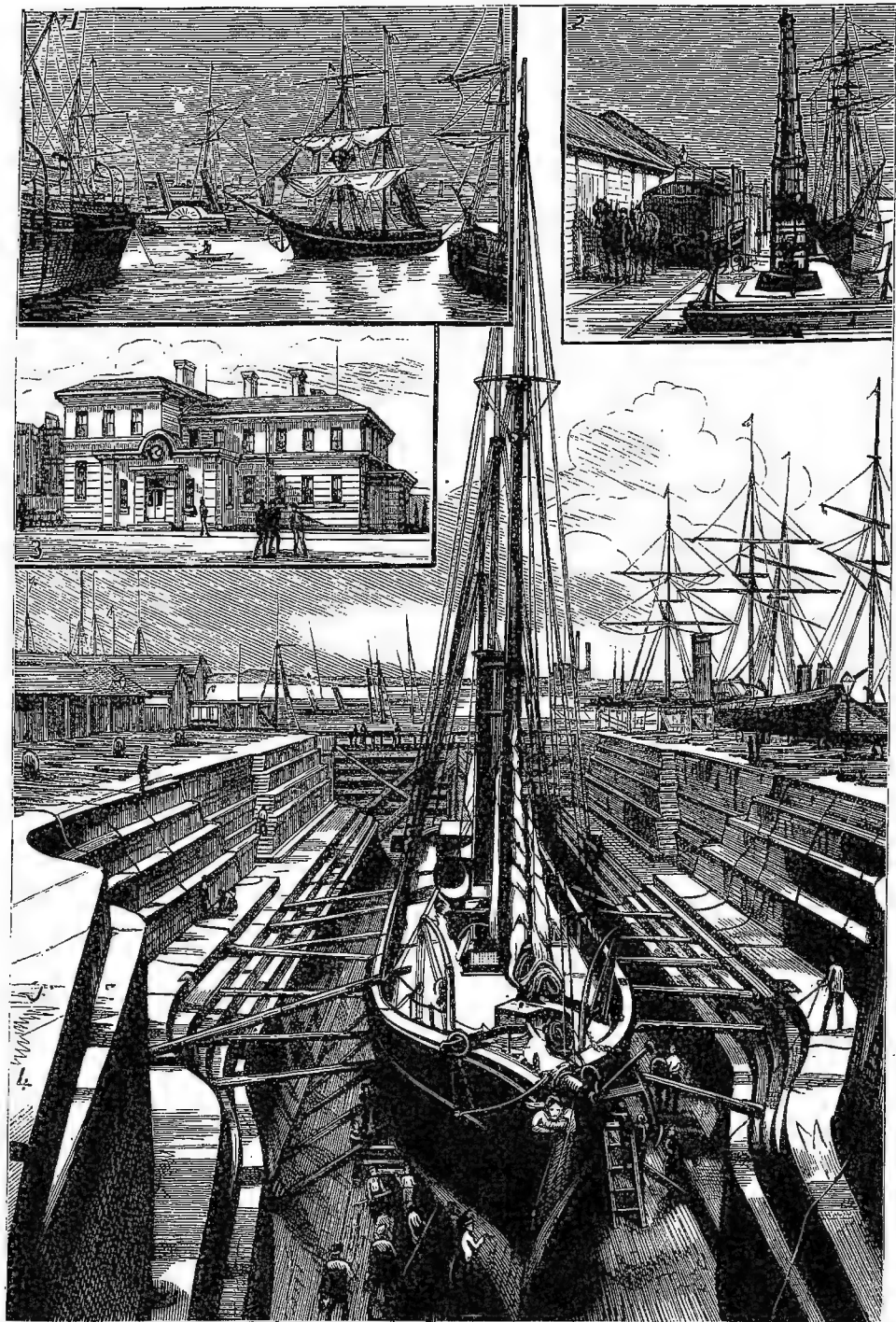
IRISH AGRICULTURE, said the Lord Lieutenant, the other day, is in an improving condition. He praised, though his praise was qualified. If he saw better farmhouses, better animals feeding on the lands, and more of them, he could not but notice also a great deal of bad cultivation—lands impoverished with exhausting crops and maintaining no stock to return to the soil the strength taken out of it. Lord Spencer might have done worse than call attention to the deplorable squalor of the cottages of agricultural labourers even in the more flourishing counties. A very good sign in Irish agriculture is the large increase in the number of poultry—estimated at two millions in the past ten years.—Another promising fact is the rise in the value of dairy produce. Limerick butter is now worth 120s. a ton in the London market against 90s. ten years ago. Ireland has her best agricultural hopes in her pastures, her dairy farming, and her poultry keeping. The English demand for butter, eggs, and cheese is large and continuous, and if Irish agriculture were pushed forward as it might well be, France would have to look well to her laurels even under the present advantages of free trade. Ireland would be serving her own interests better by sending the "Saxon oppressor" her agricultural rather than her political produce. Butter, eggs, and cheese may be less heroic exports than Heals and Parnells, but they would be far more profitable.

SHOWS.—The North-West of Ireland Agricultural Show is postponed from the 8th to the 15th of August. The choice of the great day for faction fights between Orangemen and Green Ribbonmen may or may not be an act of good judgment on the part of the Society.—The Herefordshire Society have accepted an invitation to hold their 1884 Show at Ledbury.—The Oxfordshire Show in 1884 will probably be held on the Oxfordshire side of the Thames, opposite Wallingford.—The Show just held at Doncaster was remarkable for the entry of Channel Islands cattle, and for the general high merit of the twenty-eight shorthorns shown. Mr. Groom's Channel Islands cattle were well worth visiting the exhibition to see.

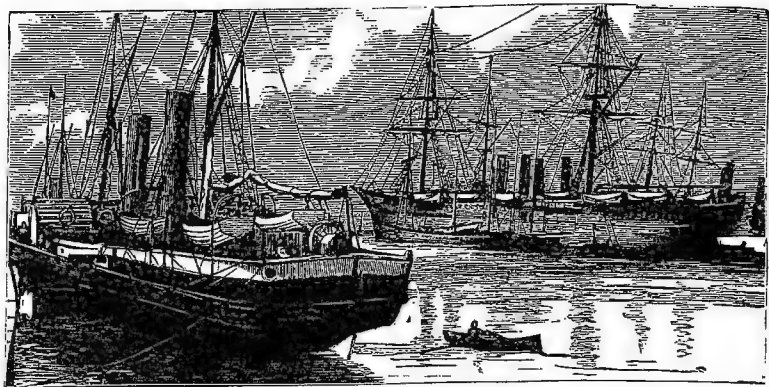
CHILLINGHAM CATTLE.—Experiments have recently been made at Chillingham in crossing wild cattle with domestic herds. A correspondent states that the experiments thus far seem to be most encouraging. He had the pleasure of seeing a half-wild and a quarter-wild calf recently at Chillingham. The latter was larger and prettier than the former. The single cross did not seem to have made much difference between the produce and the regular denizens of the park. The strength of constitution of the wild cattle of Chillingham being introduced into shorthorn crosses ought to give very valuable results.

CATTLE AND SHEEP.—The recent thunderstorms have killed a number of animals on the farm. Some have been killed in their byres or sheds, but their habit of taking shelter from the rain under trees is, of course, no less dangerous to them than it is to human beings who unfortunately too often pay with their lives for the treacherous shelter. At Willingham nine sheep and a cow were killed the other day as well as the man with them; at Marlborough fifteen calves were killed, and near York several animals, including a cart-horse, were struck by lightning. As regards prices for cattle and sheep, these remain high. At Askrigg Moor fair cows in milk made 18s. to 24s., and stirks 16s. to 19s., good prices for the locality. The lambing season in the North of Scotland and the Orkneys has been fairly good, the numbers being moderate, and the health and strength of the lambs most satisfactory.

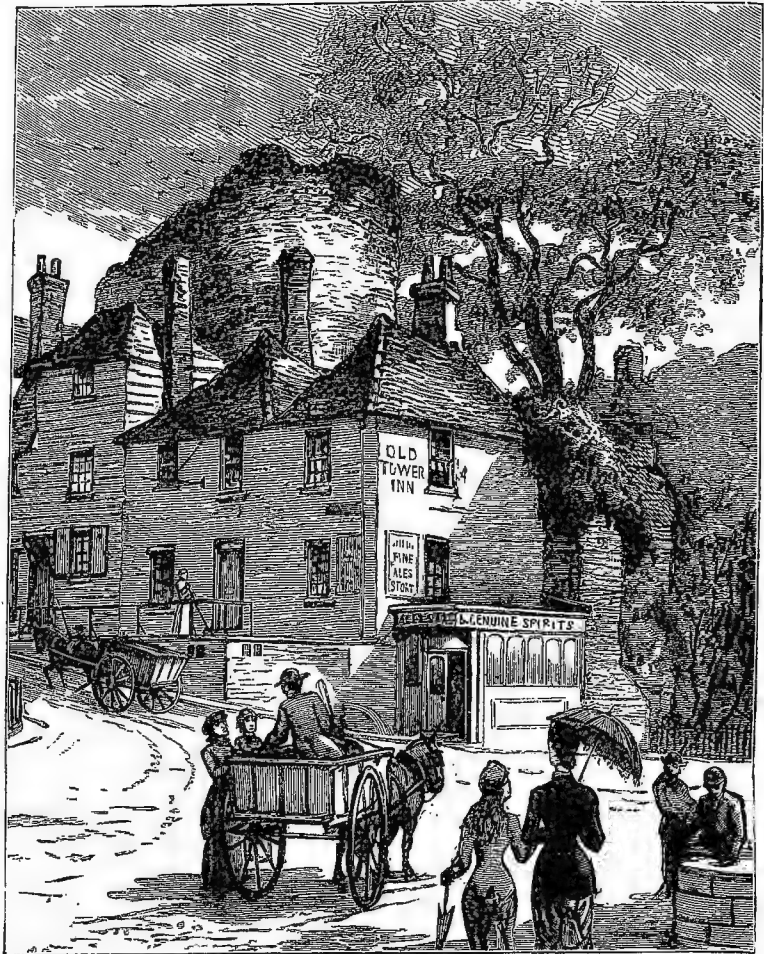
THE "ROYAL" SHOW AT YORK, which is about to open, is to be held a little way out of the city, at Knavesmire. The whole distance from the railway station to the Show is a mile and a-half, and there is no tramway between them or regular omnibus service. The cabdrivers, therefore, should reap a golden harvest. The Show itself is laid out on the usual plan, with the entrance at the long end of a parallelogram. The yard is intersected by a lane, to the north of which are the implement and seed merchants' stands, and to the south the stock and the members' rooms. The horse ring is at the bottom of the yard. The agriculturist will have some sheds to himself, and we understand that arrangements have been made to have a working dairy, where cheese as well as butter will be made.



1. Inner Dock.—2. French Packet Quay.—3. Dock House.—4. Vessel in Dry Dock.
GRAVING DOCK AND VIEWS IN THE DOCKS.

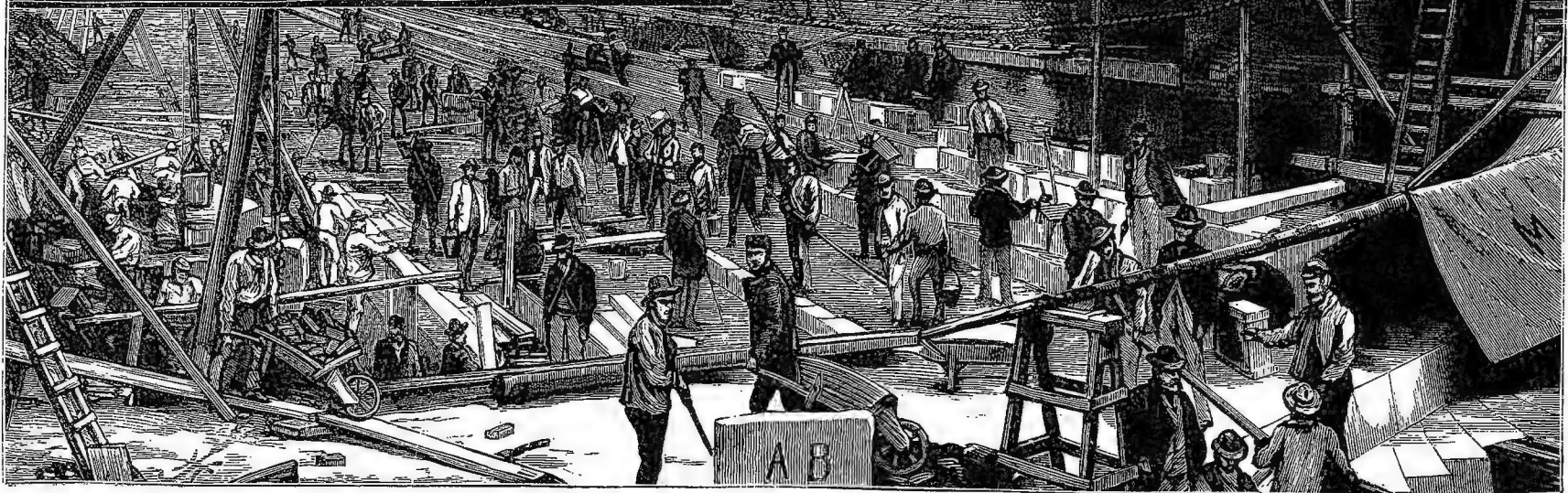
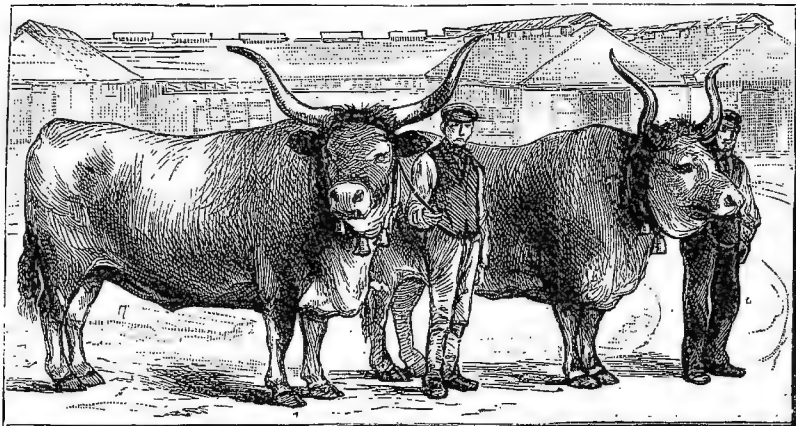


VIEW IN TIDAL DOCK

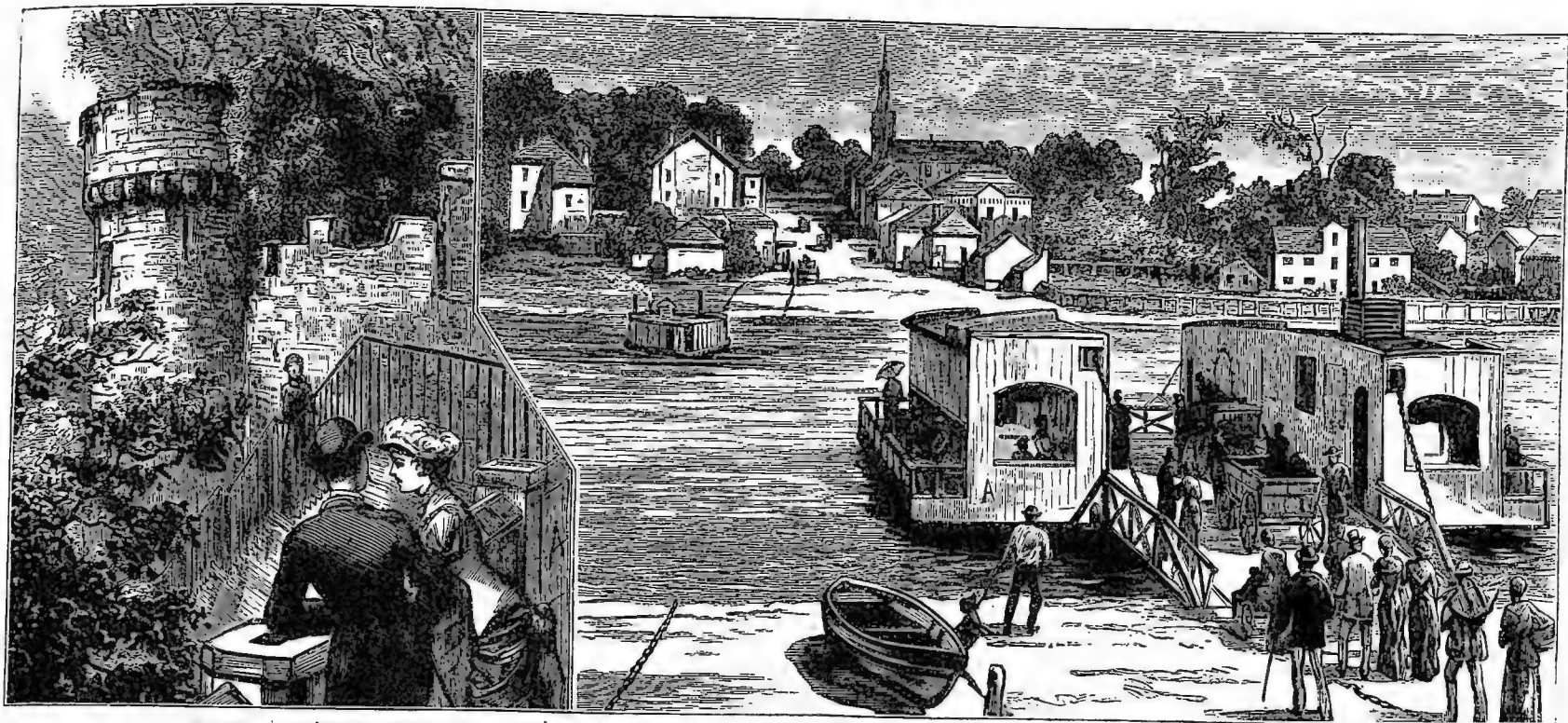


WIND-WHISTLE TOWER

OXEN FROM OPORTO

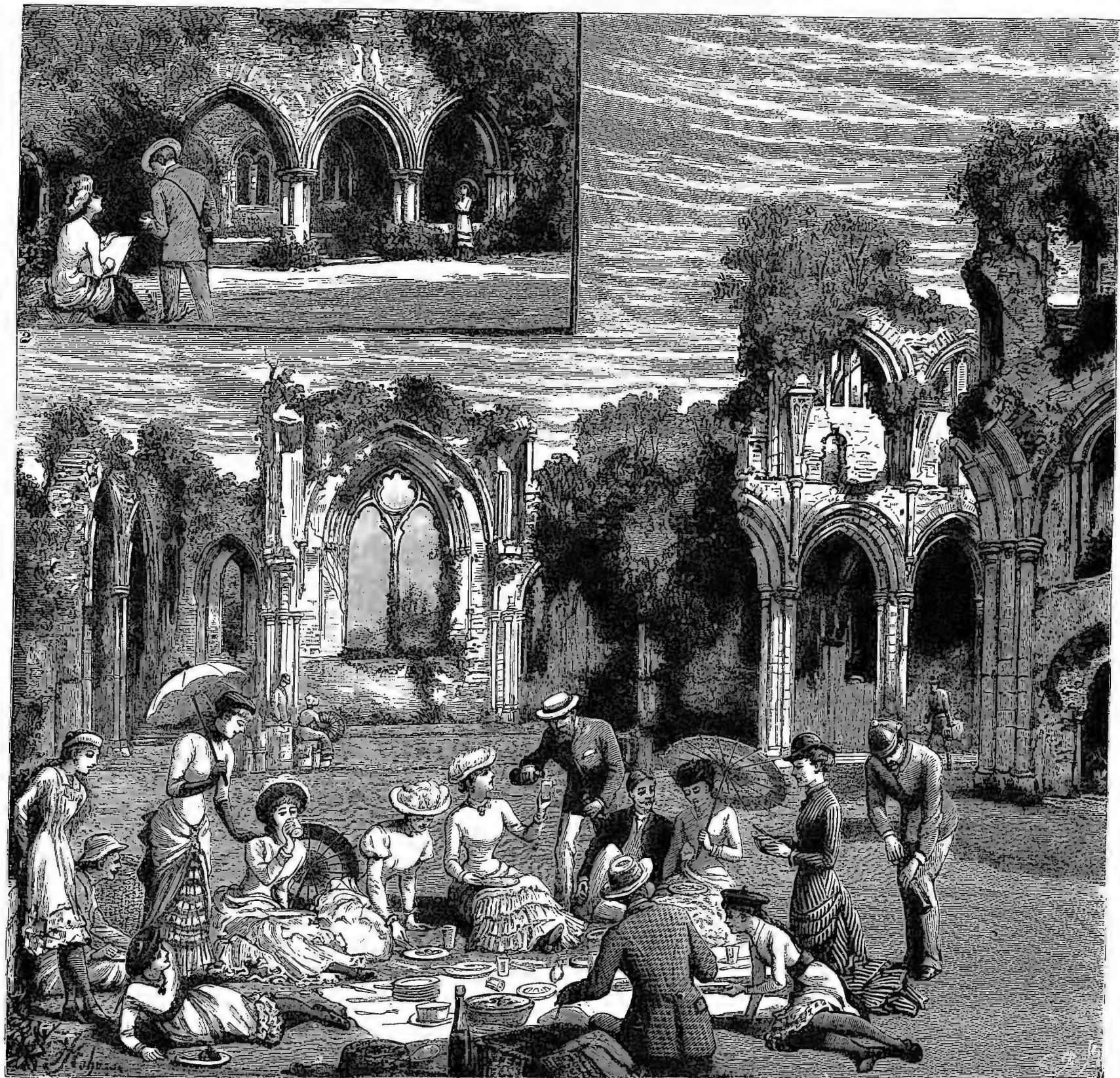


LENGTHENING DOCK



PRINCE EDWARD'S TOWER

ITCHEN FERRY



1. THE CHAPTER HOUSE, NETLEY ABBEY,—2. A PICNIC AT NETLEY ABBEY



THE TURF.—There has been racing this week at Windsor, Liverpool, and Manchester, but little of the running calls for comment. The Berkshire Plate for Two-Year-Olds at Windsor fell to the favourite, Legacy, and the Midsummer Plate to Superba, who carried her weight of 9 st. 4 lbs. easily enough to victory. At Liverpool Prince Henry took the Mersey Stakes for youngsters, the Molyneux Cup fell to Stonecrop, and The Jilt, who started second favourite to Goggles, won the Liverpool Cup, a race which is by no means as popular as it was a few years ago.—A sporting affair came off last week at Newmarket, the Duke of Portland riding his own cob, against Mr. G. Lambert, on his, for 100l. a-side. The distance was five furlongs, F. Archer was starter, and Matthew Dawson judge. Odds were bet on Mr. Lambert, but the Duke got the best of the start, kept it, and won by a neck.—It is stated that next season at Newmarket every bookmaker will have to apply to the Jockey Club before being allowed to pursue his vocation.

CRICKET.—The counties continue busy against one another. At the Old Trafford Ground, Manchester, Lancashire has been defeated by Yorkshire by eight wickets. Large scores were not the order of the day, Hall's 43 and Lockwood's 34 for Yorkshire bring the only two over thirty. Lancashire only made 79 in its first innings, and 120 in its second.—"The County of Broad Acres" could only make a drawn game of it with Leicestershire, and so far has not had a very brilliant season.—Surrey and Sussex have fought a tough battle at Brighton, though at the end of its first stage Surrey had all the best of it. Eventually the semi-metropolitan county only won by two wickets. Sussex showed some good batting in its second innings, putting together 232 runs, of which Mr. Newham scored 92 and Mr. Whitfield 66. The big scores on the Surrey side were Mr. Cattley's 89 and Abel's 54.—The Gentlemen of Ireland made a pretty fair show against an Eleven of the M.C.C. at Lord's, but they were beaten by four wickets.—Dr. W. G. Grace took a pretty strong Eleven to Sheffield Park to play a good team got together by Lord Sheffield. The latter won after a good game by six wickets. Mr. Grace marked 81 and 51, J. Mills 62, Gilbert 73, and Shrewsbury 67.—At Eton the "boys" did not make a very grand batting show against a Zingari team; but at Harrow the School Eleven scored 247 against a strong party of Old Harrovians. It seems pretty long odds on Harrow against Eton this week at Lord's. But of course the grand match of the week has been that between the Gentlemen and Players at Lord's, with some little alteration in the sides from those which played recently at the Oval. There was grand batting from first to last on both sides. In their first innings the Gentlemen put together the big total of 441, out of which Mr. A. P. Lucas's 72, Mr. C. T. Studd's 42, Mr. A. G. Steel's 64, and Mr. E. F. S. Tylecote's 107 were the chief scores. The Players replied with 236, towards which Ulyett contributed 65, Shrewsbury 40, and Barnes 62 (not out). Of course the Players had to follow on, and they made the grand score of 312, Ulyett having 51, Shrewsbury 48, and Barnes 76 attached to their names. But this fine total was of no avail, as the Gentlemen had only to get 108 runs to win. These they got with the loss of only three wickets, Mr. Lucas carrying his bat out for another first score of 51.

AQUATICS.—Henley, for once in a way, held its festival last week in enjoyable weather, but rain fell in the early morning of both days sufficiently to keep up the evil meteorological tradition of the regatta. Never were so many launches, house-boats, and craft of all sorts and conditions seen in the famous reach before, and on no occasion, it is said, in the memory of man were the races rowed in a stronger stream. The contests were by no means remarkable for their closeness, and more than one crew suffered from the course being invaded by boats with helpless or obstinate occupants. The Grand Challenge Cup was won by the London R.C., Exeter College, Oxford, not making as good a show as was expected in the final heat. The Ladies' Challenge Plate fell to Christ Church, though the Eton boys rowed a most plucky race with them and were loudly cheered. The Thames Challenge Cup for Eights also fell to the lot of the London R.C.; and the Wyfold Fours to Kingston. Hereford Cathedral School took the Public Schools' Cup; the Pairs were won by the Twickenham representatives; and, of course, Lowndes secured the Diamond Challenge Sculls, for the fifth time in succession (a feat never before accomplished); J. Wild, from Frankfort, being second.

SWIMMING.—The Mile Professional Championship has been decided on Hollingworth Lake. There were seven starters, and Finney, the well-known swimmer of Oldham, won after a good race with Collier, of Salford. Time, 29 min. 27½ sec. W. Beckwith resigned the championship last spring.—Captain Webb, who is in America, is said to have determined to try and swim the Whirlpool Rapids below Niagara for 10,000 dols.

CYCLING.—Cyclists have been busy lately. The Ten Miles Professional Championship has been won by F. Wood, of Leicester, who challenges "all the world" from one to twenty-five miles. R. Howell, of Wolverhampton, was second. Time, 36 min. 12½ sec.—At the first National Cyclists' Union Championship Meeting, the

Five Miles Bicycle Championship was won by F. Sutton, of Edgbaston, in 16 min. 26 1-5 sec.; and the One Mile Tricycle Championship by C. E. Liles, L.A.C., Mr. J. Lowndes, of Coventry, being second. Time, 4 min. 18 1-5 sec.—The Twenty-four Hours' Road Ride of the London Tricycle Club has been won by T. R. Marriott, Nottingham and Notts T.C., who did 218½ miles, the best cycling performance of its kind on record. C. D. Vesey, of the Surrey B.C., was second, with 203 miles.



A RAILWAY UP THE DRACHENFELS has just been finished. As this well-known peak of the Seven Mountains is decidedly easy to climb, the advantage of the innovation seems doubtful.

OUR OLD FRIEND JUMBO has grown considerably since his arrival in America. He has increased seven inches in height and eight inches in girth, besides being 1,540 pounds heavier.

THE FISHERIES EXHIBITION will probably be commemorated by the establishment of a National Economic Fish Museum at South Kensington. Talking of the Kensington Museum, the electric light is now used in the picture-galleries every evening.

THE AUSTRALIAN EUCALYPTUS, or blue gum tree, is famed for its useful qualities, but to judge from a story in a New Zealand contemporary, occasionally produces rather startling effects. Thus, a gentleman in Taranaki recently suffered grievously from a severe cold, and swallowed large quantities of a strong decoction of Eucalyptus leaves, in the hopes of a cure. Certainly he speedily lost his cold, but to the poor man's utter astonishment the Eucalyptus tea turned his hair perfectly green. At least so says the *Taranaki Herald*.

PATRIOTIC EMBLEMS have been plentifully sold in Paris this week for wearing on the National Fête to-day (Saturday). The tricolour is reproduced in every imaginable form, and the favourite national decoration for the button-hole is a miniature model of the big statue of the Republic just set up in the Place du Château d'Eau. Other and more fanciful symbols are tiny red satin flags fringed with blue, and inscribed with some popular Republican motto in gold letters, and such unlikely productions of nature as red rosebuds with a blue, and a white leaf, and tricoloured swallows to be worn as a brooch.

THE NORTH-WEST LONDON HOSPITAL, Kentish Town Road, where last week Princess Christian opened the new Helena wing, now contains accommodation for fifty in-patients, although the institution when first established five years ago by two ladies was only intended to treat out-patients. Relief, however, was so sorely needed in the neighbourhood that a ward was soon opened for sick children, subsequently women were admitted, and now the new building includes a men's ward. Some 700l. are still required to clear off the building debt, and contributions will be received by the Secretary at the Hospital.

A SOCIETY TO ENABLE NATIVES TO TRAVEL TO ENGLAND WITHOUT LOSING CASTE has been formed in Bombay, according to the *Times of India*. The Association consider that Hindoo students, merchants, &c., would be much improved by an English trip; and, in order that they may both travel cheaply and not offend religious scruples, propose to charter a special steamer to carry some 300 native passengers, with captain, officers, and crew all of high caste. The passage would cost little, and on reaching England the travellers would be received in specially arranged houses, where the Society would maintain them at very low rates—only some 10 per cent. of the actual expenses.

THE ANNUAL ROSE SHOW AT THE CRYSTAL PALACE was held last Saturday under exceptionally favourable circumstances. This has been an unusually good rose season, and the coolness of Friday night allowed the roses to be moved from their homes to the Palace without injury. Beautifully arranged in the transept in wet moss, with a background of ferns, the show presented an appearance of peculiar splendour, the colours of the ladies' dresses seen in the somewhat subdued light cast by the awnings adding another element of richness to the scene. The chief prizes among professional nurserymen were gained by Messrs. Paul and Son, Messrs. Jeffries and Son, and Mr. F. Cant, while the successful amateurs were Mr. A. Slaughter, Mr. J. Sargent, Mr. W. J. Grant, and the Rev. J. Pemberton.

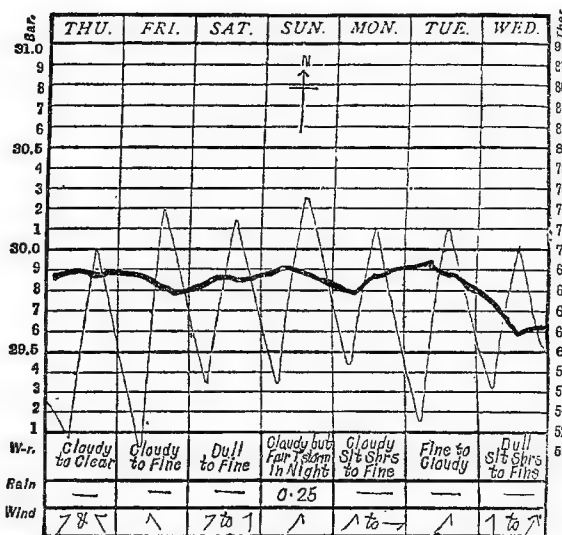
LONDON MORTALITY continues on the increase, and the deaths last week numbered 1,521, against 1,432 during the previous seven days, being a rise of 89, and 53 above the average, while the death rate further rose to 20.1 per 1,000. There were 167 deaths from diarrhoea (an increase of 95), 65 from measles (a decline of 11), 35 from scarlet fever (a rise of 6), 30 from whooping-cough, 12 from diphtheria, 11 from enteric fever (a fall of 1), 6 from simple cholera (an increase of 1), and only 1 from small-pox (a fall of 3). The fatal cases of diseases of the respiratory organs declined to 179 from 225, a fall of 47, and 22 below the average. Different forms of violence caused 68 deaths, of which 56 were the result of negligence or accident, and 12 were cases of suicide. There were 2,478 births registered against 2,589 in the previous return, being 72 below the average. The mean temperature of the air was 64.3 deg., and 2.7 deg. above the average.

A FOREIGN EXHIBITION OPENS AT BOSTON, UNITED STATES, on September 3, the centenary of the signature of the definitive Peace Treaty between Great Britain and the United States. The Americans themselves will not exhibit, as the Exhibition is entirely devoted to foreign countries, and the contributions have poured in so plentifully that the buildings prepared are not large enough, and an extra wing has been added. Italy sends the largest collection, France provides a fine display of Art treasures, and Germany is strong alike in Arts and manufactures. England will be well represented, and the Irish section will be specially good, while the Bostonians are heartily delighted with the Princess Louise's promise to send some of her own paintings in return for the kindness recently shown to her in Boston. The Oriental exhibits also promise to be highly interesting, and one feature of the Exhibition will be the various national restaurants, such as a Japanese tea-house, an Arabian tent for true Mocha coffee, a London chop-house, and for smokers a Cuban cigar manufactory. The Exhibition has established an *Official Gazette* to provide all necessary information.

THE COMTE DE CHAMBORD'S HOME AT FROHSDORF is a large square white building, standing in the midst of a vast park at the foot of the range of hills separating Austria from Hungary. The Duchesse d'Angoulême, daughter of Louis XVI., bought the castle in 1844, and on his marriage the Comte settled at Frohsdorf, to be near his aunt, who subsequently left him the property. The house is crowded with huge pictures illustrating the history of the Bourbon race, particularly in the large Red Drawing-room on the ground floor, where hangs the portrait of Marie Antoinette, still bearing the mark of the bayonets thrust through the canvas by the Paris mob when they invaded the Tuileries in 1792. A billiard room adjoins the drawing-room, and leads to the "Salon Gris," where Henri V. now lies. The castle commands a splendid view over wooded hills and highly-cultivated meadows, with a glimpse of the River Leitha. The Comte de Chambord's property extends for a considerable distance, and includes a quaint little hunting-box, Castle Pitten, perched at the edge of a rocky peak, and filled with hunting trophies, the latest being a stag's head, dated September, 1882. Formerly the Comte frequently stayed here, spending hours in a tiny observatory, whence he could see over the whole valley of the Leitha, with Frohsdorf in the distance.

WEATHER CHART FOR THE WEEK

FROM JULY 5 TO JULY 11 (INCLUSIVE).



EXPLANATION.—The thick line shows the variations in the height of the barometer during the past week ending Wednesday midnight. The fine line shows the shade temperature for the same interval, and gives the maximum and minimum readings for each day, with the (approximate) time at which they occurred. The information is furnished to us by the Meteorological Office.

REMARKS.—During this period cloudy to fine weather, with unsettled conditions, has prevailed generally. Depressions have appeared off our west and north-west coasts. The first of these lay off the north-west of Ireland on Thursday (5th inst.), when changeable weather was reported generally. The following day (Friday, 6th inst.) found the depression deeper, owing to its having been joined by another, and the weather experienced was alternating sunshine and cloud, with light south-easterly winds. Saturday (7th inst.) found that the disturbance had travelled slowly in a north-north-easterly direction, the prevailing weather being again changeable, with light southerly winds. The same northward movement of the depression which lay off the north-west of Ireland on the preceding day was noticed on Sunday (8th inst.), and a very fair day terminated with a thunderstorm in the evening. By Monday (9th inst.) another small, but well-defined, area of low pressure had advanced from the south of Ireland to the west of Scotland, and a rather dull day generally prevailed. Tuesday (10th inst.) showed this last one to have moved eastwards, and bright weather in the early part of the day was succeeded by dull skies during the latter portion. Wednesday morning's chart showed a further and large disturbance in the west, with unsettled weather. Temperature has been rather low. The barometer was highest (29.93 inches) on Tuesday (10th inst.); lowest (29.60 inches) on Wednesday (11th inst.); range, 0.33 inches. Temperature was highest (75°) on Sunday (8th inst.); lowest (51°) on Friday (6th inst.); range, 24°. Rain fell on one day. Total amount, 0.25 inches, on Sunday (8th inst.).

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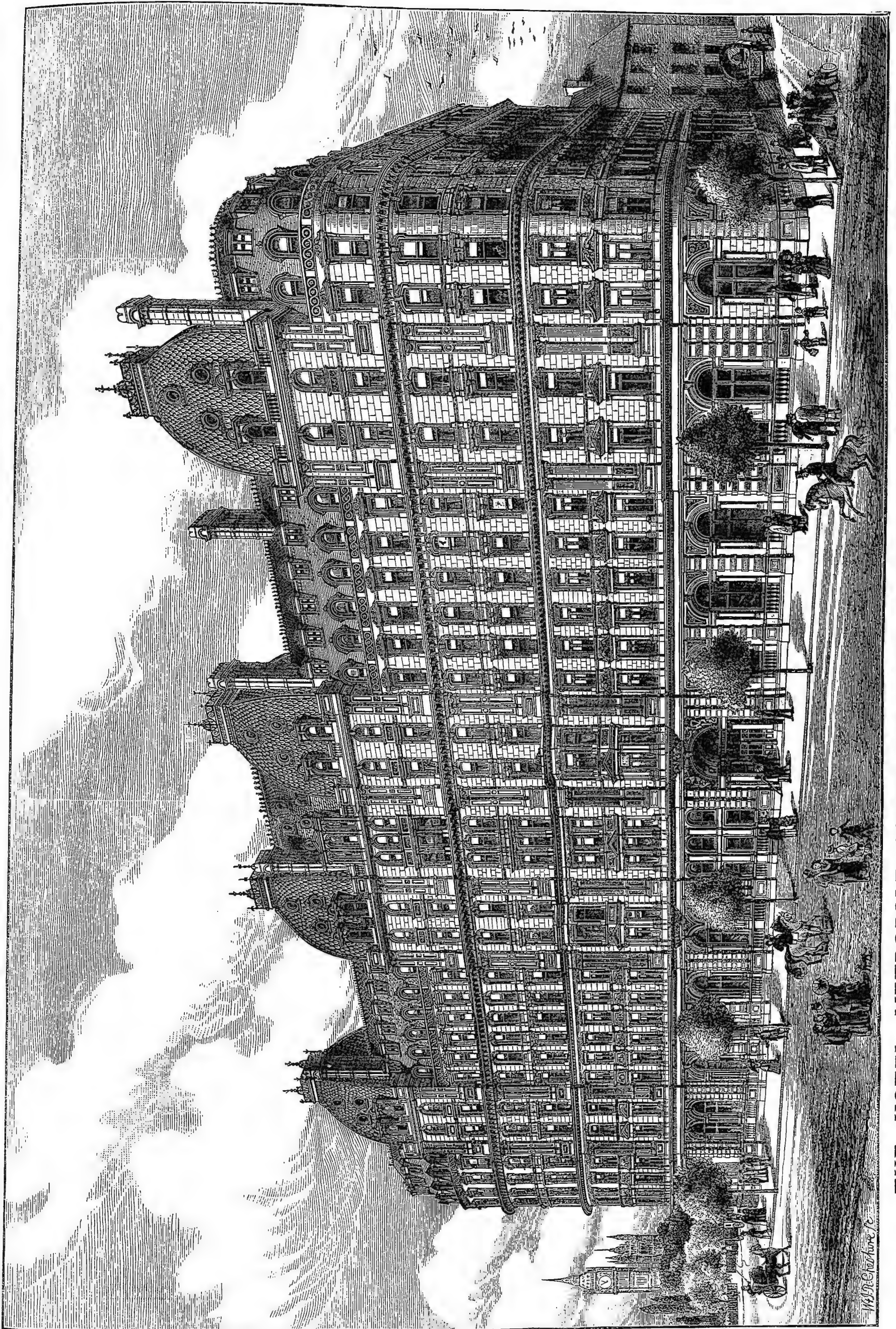
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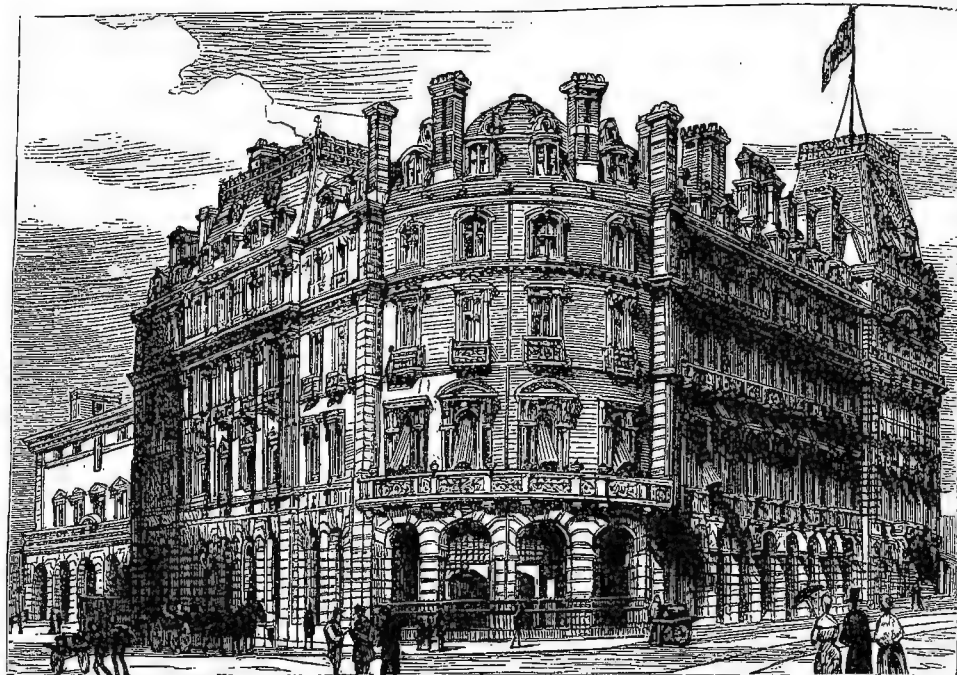
THE HOTEL METROPOLE.—PROPOSED NEW BUILDING IN NORTHUMBERLAND AVENUE AND WHITEHALL PLACE.

References recently made in Parliament to the proposed building of the Hotel Metropole, have excited sufficient public attention to give interest to a representation of the Structure as it will appear when completed. The building, which covers an acre of ground, is being rapidly proceeded with. Although the building will not be externally distinguished for costly and elaborate architecture, yet the Elevation will be pleasing and dignified, and all the apartments will be spacious, and fitted with every comfort and convenience, in fact the arrangements generally promise to secure for the Metropole a foremost place in the modern development of Hotel life.

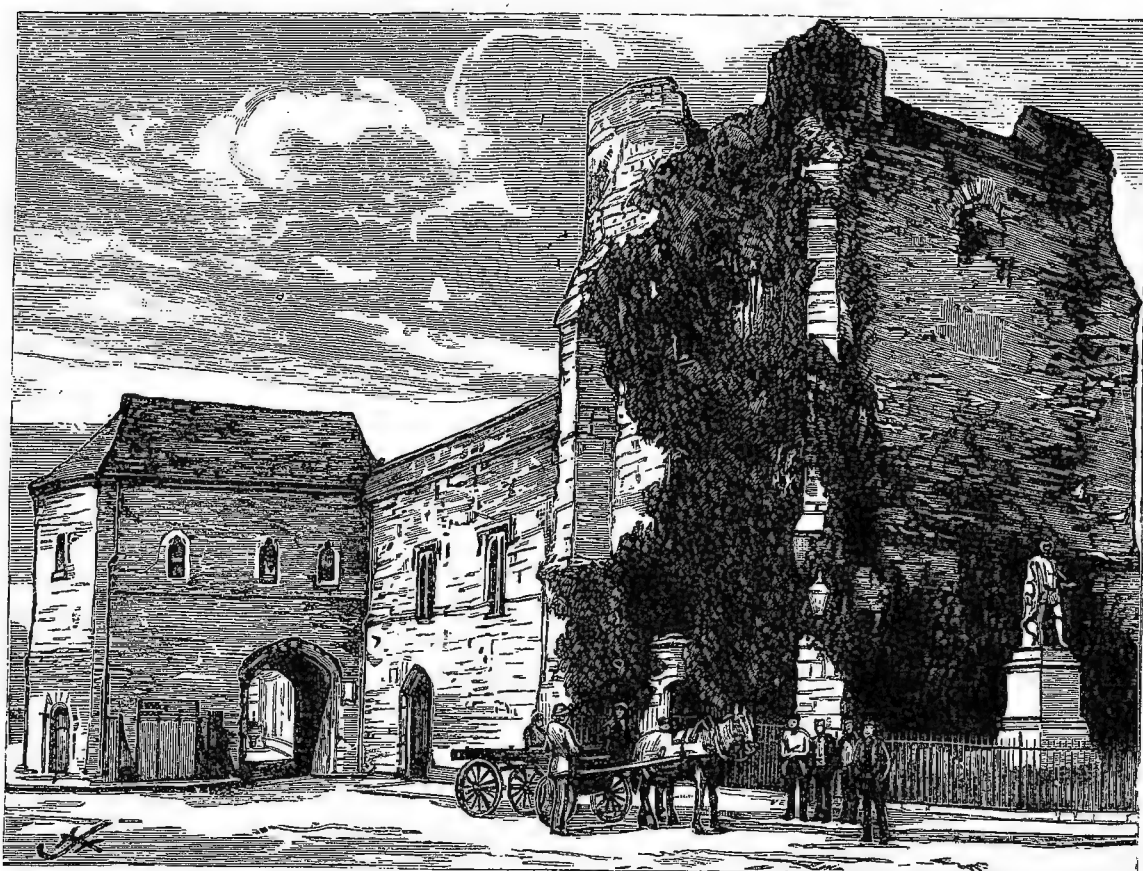
W.D. & H.O. WOOD



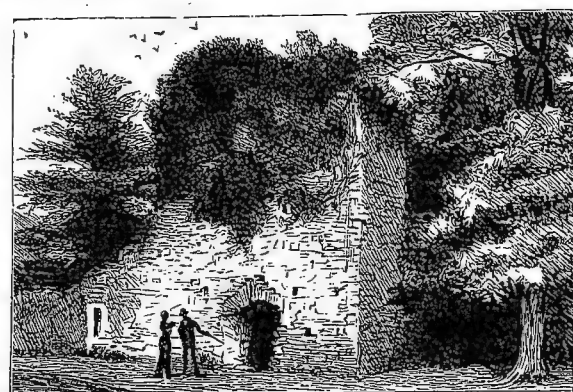
HARTLEY INSTITUTION



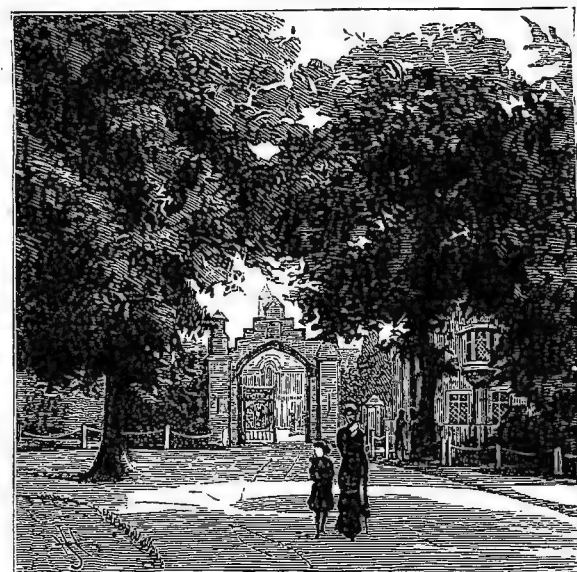
SOUTH WESTERN HOTEL



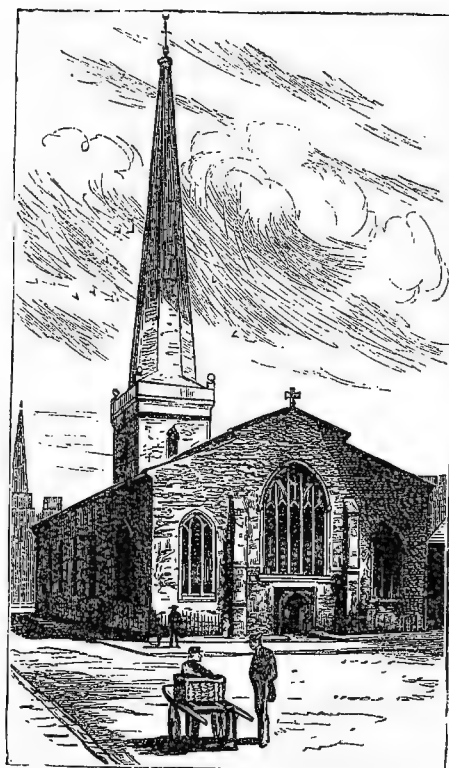
OLD GAOL



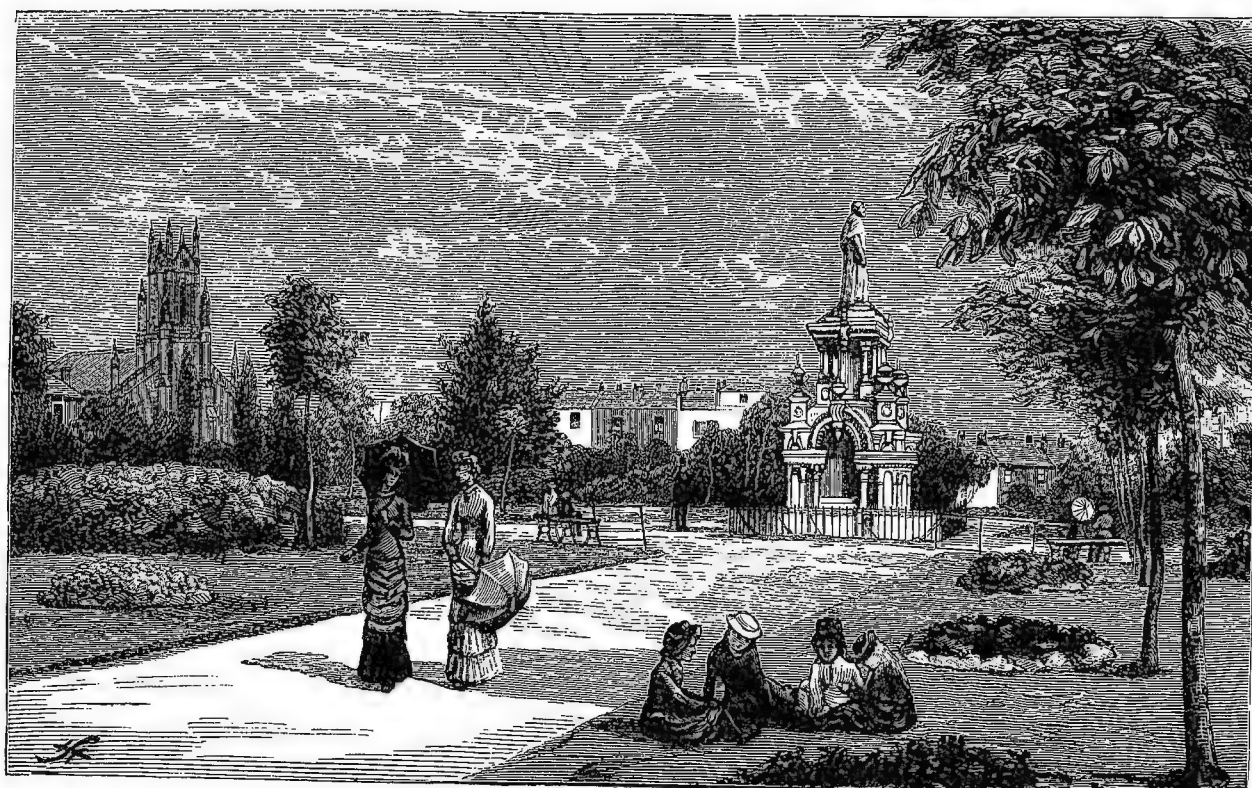
ABBOT'S HOUSE, NETLEY ABBEY



ENTRANCE TO CEMETERY



ST. MICHAEL'S CHURCH



VIEW IN EAST PARK, WITH THE ANDREWS STATUE

fellow-creatures or to the worshipping of myself under a collective aspect; nor can I be contented with the wretched little shred of unconscious future existence so complacently offered to me. Bunce's "singing in heavenly quires" may not be altogether satisfactory; but it seems preferable to painless extinction. My Positivist friend says this is nonsense; he tells me that I am selfish and gross; he almost doubts whether I am capable of rising to the level of his sublime conceptions; and perhaps he is right. It is true that I don't want to rise to them; I never was ambitious.

The whole of the above digression (for which I beg to apologise) has been provoked by my reminiscences of what I was at twenty years of age, and of the remarkable simplicity which distinguished my character at that remote period. After what I said in the last chapter about the look which I surprised in Maud's eyes while we stood dripping by the margin of Horsey Mere, it might be supposed that I should have confronted the future with confidence, and looked upon my fortune (in an amatory sense) as already three parts made; but no such thing! She had only to treat me with a little reserve and coolness—which she did for some days afterwards—to nip all my half-formed hopes in the bud, and cast me down into an abyss of despair. My impression was that she repented of having said as much as she had done, now that she knew my aquatic feat to have been wholly uncalled for; and this seemed rather hard, because, after all, four feet of water will amply suffice to drown an exhausted girl.

Much annoyance was caused me by the celerity with which the news of our adventure was bruited about, and by the exaggerated reports of it which found credence in various quarters. Before a week was out, I was sick of telling people that I really had not swum a distance of twenty yards under water, dragging Miss Dennison in my wake, and knocking a hole in the ice with my head to crawl out through at the end of it. Also the sprightly comments and innuendoes of the ladies who came to call and hear all about the catastrophe, were extremely distasteful to me. Even Bunce was quite arch and knowing on the subject, so that I was obliged to rebuke him for saying the things that he did—and in Maud's presence, too, which was most embarrassing. As for the Rector, he came tearing up in a state of enthusiastic gratitude, which, I am sorry to say, evaporated in shouts of laughter when he heard my version of the story. George Warren, who was there at the time, laughed uproariously, too, and joined in the chaff to which I had to submit for the next hour.

I told George afterwards that I considered this rather a poor class of wit, and he begged my pardon, promising not to offend in the same way again; so I forgave him. But what surprised and angered me most of all was the extraordinary view which Mrs. Farquhar chose to take of the matter.

"Aye, aye," she said, nodding her head, with an infuriating smile; "a clever young lady, indeed!—and no doubt she would know the depth of the water very well before she fell in. There was the chance of her catching her death of cold; but she would just make up her mind to risk that. I'm not denying her courage."

And when I indignantly inquired whether Mrs. Farquhar meant to insinuate that Miss Dennison had tumbled into Horsey Mere on purpose, the old lady only pursed up her lips and went on nodding, till I had to leave the room hastily in order to keep myself from throwing something at her.

"What on earth is she driving at?" I asked impatiently of my uncle, while we were sitting together over the fire after dinner. "Does she suppose that Maud deliberately jumped into a frozen lake on a bitter January afternoon to serve some mysterious ends of her own?"

"Well, yes," answered my uncle; "I believe that is what she supposes. You know—or, on second thoughts, perhaps you don't know—that women are apt to look upon most of the incidents of life as bearing more or less directly upon the all-important subject of marriage. My mother has taken it into her head that you will be a matrimonial catch, and that Miss Dennison is determined to catch you. Of course both these assumptions are mistaken; but I have not been able to convince her that they are so, and perhaps it is hardly worth while to try any more. It won't injure either of you to let her talk."

"Good heavens!" I ejaculated, greatly perturbed, "I never heard of such a thing! I



I GOT HER TO PLACE HER HANDS ON MY SHOULDERS

Please fold to this line



MRS. FRED. BURNABY has performed feats of which any lady might be proud. She is probably the most expert lady climber now living. In the summer of 1881 she was at Chamounix for the first time, and made some few slight ascents, though before that time she had never done any mountain climbing. In June, 1882, Mrs. Burnaby was again at Chamounix, and she then ascended Mont Blanc, the Aiguilles of Belvedere and of Tacul, and the Grands Jorasses. This record is creditable enough for a lady climber; but there is more to come. Mrs. Burnaby has delicate health and a predisposition to consumption. Winter after winter she has been sent by doctors' orders to Algiers, Hyères, Mentone, Meran, and Interlaken. She became weaker and weaker. But the first summer at Chamounix showed the remarkable effect of bracing mountain air. At last, in the autumn of last year, disregarding all cautions from doctors and remonstrances from friends, Mrs. Burnaby determined to spend the winter at Chamounix. The account of her stay and mountain ascents is contained in "The High Alps in Winter; or, Mountaineering in Search of Health" (Sampson Low and Co.). The search for health seems to have met with complete success. Mrs. Burnaby was on the mountains all day, and sometimes all night. She ascended the Aiguille du Midi and many another peak and pass; visited the Grand St. Bernard; planned to outwit an Italian party bent on ascending the Matterhorn (just as, several years before, Mr. Whympy planned to outwit a similar Italian party when the Matterhorn was yet a virgin peak); finally joined forces with the Italians, and was only prevented from reaching the summit by such bitter cold that the guides declined to proceed, and Mrs. Burnaby herself nearly lost her nose through frost-bite. All this mountaineering was performed, it must be remembered, in the depth of winter, when many of the Swiss hotels are closed, when tourists in the higher regions are as scarce as they are plentiful in summer, and when deep snow covered many valleys and roads as well as the mountain sides and tops. Mrs. Burnaby has many pertinent remarks to make on mountaineering in winter and summer, and she deserves all praise for her pluck and originality. Her book is a very pleasant contribution to Alpine literature; but its slightness, and the absence from it of any literary style, cause it to rank very considerably below the classic mountain books of Mr. Leslie Stephen and Mr. Whympy.

"The Story of Helena Modjeska" (W. H. Allen and Co.) is told very artlessly by Mabel Collins. The authoress evidently has a deep admiration for her heroine, and faithfully records everything she knows of Madame Modjeska with Boswell-like fidelity. It is to be presumed that the materials for this book were gathered from the talented actress herself; and this being so the book cannot fail to interest, in spite of its author's too childish *naïveté*. Madame Modjeska's career has been so romantic, her personality is so impressive, that the story of her life must command attention however feebly it may be told. Everybody knows that Madame Modjeska is an actress of exceptional genius, but few can be aware of the extent of her attainments, and the hard training and varied experiences through which she has passed. As a girl she determined to be famous, and despite the jealousies and opposition of favourite actresses whom she displaced, she won her way to the foremost place at the Imperial Theatre, Warsaw. Later on circumstances forced her and her husband abroad, and fixing at haphazard on California, they journeyed thither and established themselves upon a farm. The farm failed; Modjeska's yearning for the stage came back to her; she learned English and appeared in San Francisco as Adrienne Lecouvreur. Then she journeyed triumphantly through America, coming later to England, where her first appearances are fresh in the recollection of English theatre-goers. Anecdotes and gossip abound in Mabel Collins's pages.

It is difficult to see the precise value of "A Diary of Royal Movements, and of Personal Events and Incidents in the Life and Reign of Her Most Gracious Majesty, Queen Victoria" (Vol. I., Elliot Stock). A Life of the Queen one can understand, or a record of the principal public events of her reign; but a large volume filled with the pettiest personal details—how on a certain day in a certain year the Court went from Windsor to London, and how on another day the Court went from London to Windsor, how the Queen spent half-an-hour at the Royal Academy, how she received an address, made a "marine excursion," or was present while the Prince Consort shot seven brace of grouse—surely these trivialities cannot now be of interest to any one, hardly even to the Queen herself. The anonymous compiler (of whose terrible powers of research the present volume is only the first instalment) states that his work is "of quite a unique character," which is perfectly true; and he "trusts that it will be appreciated as an interesting memorial," &c., &c. In this hope we fear he counts too confidently upon the patience of a public pestered already with far too many dull books.

Mr. John Tudor ("Old Wick" of *The Field*), has evidently bestowed much time and pains upon his book "The Orkneys and Shetlands; Their Past and Present State" (Edward Stanford). The result is a solid and trustworthy, if not very entertaining volume. The book is crammed with information; it bristles with facts. Our author ventures, too, into the prehistoric legendary period, and discourses learnedly on antiquities and ancient forms of land tenure. Nothing, indeed, is omitted to make the work complete: its appendices are valuable; the maps and illustrations good and plentiful. Yet Mr. Tudor's book is painfully heavy reading, for he seems to lack the power necessary to weld his materials into shape and give them life. He has, in fact, produced a compilation when he had an excellent opportunity of writing a history.

As usual at this season of the year, we have to acknowledge the receipt of a number of guide-books. "The Highland Sportsman," by Robert Hall (Office of "The Highland Sportsman," 43, Old Bond Street), and "The Sportsman's Time Tables and Guide to the Rivers, Lochs, Deer Moors, and Forests of Scotland," edited by J. Watson Lyall (15, Pall Mall), are both well known works more or less on the same lines. The present issues are as accurate and complete as usual.—"The Alps, and How to See Them" ("The E. M. Guide to Switzerland"), by J. E. Muddock (Simpkin, Marshall and Co.), is a model guide, and in its present improved edition may be said to have established itself in public favour. For perspicuity of arrangement and completeness of information it is not surpassed by any other guide.—We can find, too, nothing but praise for "The Northern Highlands and Islands," by M. J. B. Baedeker, M.A. (Dulau and Co.), and "London and Its Environs," by R. Baedeker (Leipsic: Karl Baedeker; London: Dulau and Co.). The information in the latter is brought down to the latest possible moment, and in both the maps and plans are admirable.

It is not often that a medical man drops his oracular and professional airs, and comes before the public with a plain and popular common-sense book. "A Fellow of the Royal College of Surgeons" is, therefore, to be thanked for "Kallos: A Treatise on the Scientific Culture of Personal Beauty and the Cure of Ugliness" (Simpkin, Marshall, and Co.). Every one wants to be beautiful, and as there are very few persons in whose personal appearance some change for the better is not possible, "F.R.C.S." ought to find a large audience eager for his wise sayings. It appears that beauty after all is largely a matter of health, and even "F.R.C.S."

cannot show us how to rid ourselves of unpleasant features. But his little book contains so much sound sense that it is well worth reading.

The genius of the late William Burges, A.R.A., was of such a high order, that posterity will welcome any collection of designs from his pencil. "The Architectural Designs of William Burges, A.R.A.," edited by Richard Popplewell Pullan, F.R.I.B.A. (15, Buckingham Street, Strand), contains a selection from those of his works which best illustrate his versatility and his thorough acquaintance with mediæval art. The best compositions of those not executed are perhaps the design for the Law Courts and that for Edinburgh Cathedral. Cork Cathedral and Cardiff are perhaps the most important of his executed works. We find among the plates a view which has especial interest for the public at the present moment—that of the Town Hall at Dover—just completed from the Burges designs, under the direction of his brother-in-law, Mr. R. P. Pullan, the editor of this book, and to be opened to-day by the Duke and Duchess of Connaught. This important edifice will be an honour to the town of Dover, as it is a perfect specimen of thirteenth-century architecture adapted to the requirements of the nineteenth century. It is to be regretted that no plan of the building is given; but probably it may appear in some later edition of the work.



THE London Season is rapidly drawing to a close, and the school holidays will soon be here. There will then be an exodus to the seaside for a quiet rest, or for a repetition of London and Parisian gaieties, whilst adventurous spirits will be off in search of adventures by sea and land, at home and abroad.

The yachting season is now at its height, and the material *par excellence* for this occasion is serge in all its varieties. It still stands unrivalled; homespun, tweed, and many other fabrics, in neutral tints and in gay mixtures of colouring, stripes, checks, and plaids. There is nothing so natty and seaman-like as serge, in the three colours of red, white, and blue, combined or separate. We meet our old acquaintance year after year with a new name, but with serge as the inevitable foundation. For yachting matches and other nautical festivities a very soft and graceful material is Jeypoor cashmere serge, a flexible fabric, the wool of which is finely drawn. We have seen some charming costumes made from this of cream and scarlet, artistically blended, and touched up with narrow gold braid; the jaunty sailor hats were of the two mixtures, with a gold band round the crown. Gold and silver braid is much used for trimming serge costumes; it is made untarnishable. The most becoming and popular method of making yachting dresses is with the plain or deep kilted skirt, and the fishwife tunic, the loose-fitting bodice, and sailor collar.

For rough and wet weather there is nothing more durable and impervious to wet than the Royal Navy serge, in pure indigo dye. It is made in various thicknesses for boys' and girls' suits. The homespun summer serge, neutral tints; the Botany wool serge, a beautiful material, made of soft and well-grown wool, so light and cool that it is suited for Indian and tropical wear; the Vicuna fleecy wool serge; and the check on check serge are especially worthy of notice.

At the French watering-places the favourite mode of making woollen materials is the blouse shape, which, if carefully made with a fine, soft fabric, is very becoming to a young, slender figure. It is pleated or gaged, with a yoke; a short kilted skirt of the same material. Some of the washing materials are made with short-waisted bodices, with the skirts gathered into the band, quite in the style of a century ago. Another revival is the pagoda sleeve, which shows the arm, as it falls back, with every movement, and is certainly more elegant than convenient.

One of the prettiest costumes shown by the dress reformers at their late Exhibition, especially for children, as being perfectly elastic and yielding, was the smock-bodice, which is made and shaped with very close gatherings. A new material, which lends itself to this mode of making, is the "Fine Art Zephyr Cloth," it is made in every colour and shade, as is also the "Check Nun's Cloth." Another useful and stylish material is the "Tria in Uno," which is made in three designs, to be used together—plain, striped, and check. "Voile de Mecca" is a very cool material for summer wear. Sateen is brought to great perfection this season. In the course of our fashion *tournee* we saw some in cream, pink, and blue, with a raised design in shamrocks, which make very dainty and inexpensive costumes for garden parties, &c.

Canton crape is a pretty washing material which has a crumpled appearance at starting, but does not really crush quickly. Striped and checked materials in large and small designs, in two or more colours, are still much worn; as are shot silks and Surah washing silks. The polonaise is a very satisfactory revival of this season, as it is well suited to striped and checked designs. The long tunic, draped on the left hip, and fastened with numerous long loops of ribbon or velvet, is fashionable still. We recently saw a stylish dress of cream-coloured nun's veiling; on the underskirt were three rows of kilted lace, with square tabs, edged with lace, falling over them; the draped tunic was drawn up tight on the left hip with a bunch of pale blue satin loops, on the right side it was arranged with looser folds, fastened with three large rosettes, equidistant.

Most fashionable of all trimmings is lace—white, black, or cream. It is used to make flounces, closely kilted, to edge flounces, and quilled down the fronts of tea-gowns. Lace polonaises over coloured silk or satin are again in vogue. Black lace mantles and mantillas are very much worn. "The Catalane" has all the grace of the Spanish mantilla, and is more comfortable to wear, as it fits to the neck and shoulders and drapes easily round the figure. Young people prefer capes to mantles. "The Epaulette Cape" made of pompons, chenille gauze, velvet and brocaded Sicilienne, or guipure lace, trimmed with jet, is very becoming to a slender figure. Very trying to most figures, although undeniably stylish, is "The René Cape," made of black Chantilly lace, with very high shoulders. We should think that Madame Bernhardt is answerable for this novelty, as only she and others of her fragile type could really look well in it. Round bodices of silk or muslin are sometimes finished off with a deep Basque of jetted lace, which requires to be very judiciously eased on, else it either girts or looks bunched. Nothing can be prettier for visiting at a country house than a breakfast dress of pearl white Madras muslin, with a treble Watteau pleat at the back; the front composed of alternate rows of lace insertion, lined with pink or pale blue cambric or sateen, and frills of lace, a double pleating of lace round the hem, throat, and wrists, a sash of Indian silk coming from beneath the pleat at the back, and loosely knotted together in front. This costume looks well in pale lemon-colour Indian cashmere with double pleatings of dull red Surah and embroidered silk lace, or in pale blue Surah, with embroidered front, in silver grey silk filloselle, a double quilling of blue and silver-grey embroidery round the demi-train.

A very striking tea gown recently shown to us was of black satin brocaded with roses of every shade between the deepest crimson and the palest pink, a plastron of shaded crimson to pink satin arranged in small transverse pleats, trimmings of black beaded lace and cream-coloured quilled tulle. The same style of

tea gown would look well in chestnut Surah silk, brocaded in Marshal Niel roses, plastron of cream-coloured Indian silk, with quillings of silk lace and loops. A very elegant dinner dress in a bridal trousseau was made of pale blue brocade, a square bodice ornamented with Alençon lace and a cluster of blush roses. A Watteau dress in the same trousseau was of cream brocade over a petticoat of coral satin draped with écaré embroidered muslin, and ruffles with satin bows and ends.

A few words as to the bonnets and hats for the seaside and country wear. They are for the most part made of light willow straws, as experience has shown that coarse straws are, as a rule, very heavy and hot. As to the shapes, twenty years ago they would have been rejected as battered and shapeless; but fashions are altered, and given a wide-brimmed hat it may be converted at will to a bonnet of any design, then trimmed with lace and feathers, velvet and poppies, or wild flowers, with a scarf of Indian silk in plain artistic colours or in variegated patterns. Muslin is much used both for making and trimming hats and bonnets, sometimes bunches of cherries, currants, or other fruits are mingled with the ribbon or muslin bows; Surah washing silk is better than muslin, as it does not crush so easily. Capotes of cream-coloured Surah silk trimmed with quillings of lace and satin bows look very pretty for a child or a young girl. They are also now so easily made of sateen, and to be bought for a few shillings. Wide-brimmed Leghorn hats are again in fashion, both for children and adults; they always look stylish, and require very little trimming, a velvet band and bow with a bunch of field flowers are sufficient, although they are often trimmed with a profusion of ostrich feathers and tips. Bonnets are made entirely of flowers, or of open trellis work, through which the hair can be seen. Some are made of stalks and ears of corn carelessly fastened together, a bunch of poppies on one side; for country visiting large shady hats of finely drawn muslin, with scarves and edging embroidered in coloured silk, are very light and cool.

Bathing costumes in England are neat and comfortable, as the generality of our young people go into the water to swim and enjoy themselves, not to show off their toilettes. For adults they are made of dark blue unshrinkable serge, braided with red or white worsted braid either put on in rows or in a pattern; loose drawers to knees, and a short tunic with a turned back collar; children's are the same, *minus* the tunic.

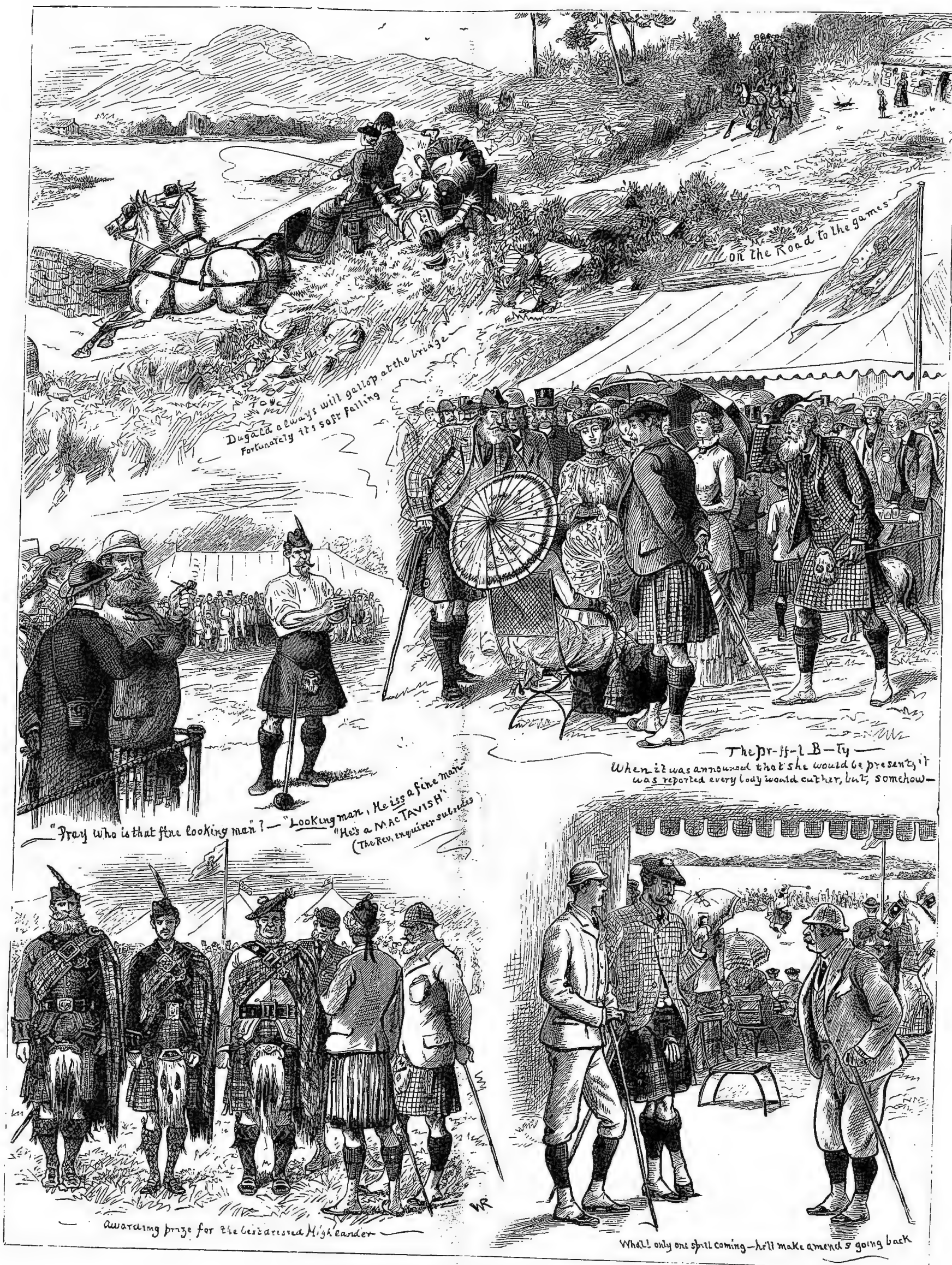


"NO NEW THING," by W. E. Norris, author of "Made-moiselle de Mersac," &c. (3 vols.: Smith, Elder, and Co.), is an exceptionally satisfactory novel, taken altogether. It is certainly not a book to read at a gallop, but it has the compensating merit of being adapted for reading at intervals—it can be resumed at any time with the certainty of finding matter to interest or amuse. Nor does the main interest of the story in the least suffer, but rather the contrary, by a leisurely reading. One very great, and, it must be added, peculiar merit of the novel is that the author really understands the many sides of social life with which he deals. It is not a professedly "Art" story, but the inner life of the musical profession is described with equal truth and humour, and with a good sense as far removed from cynicism as it is from enthusiasm. All the characters are adequately, and many excellently drawn, especially in the case of Philip Mareschalchi, who is a really original study of moral weakness carried to the point of selfish cruelty. The slavery of this domestic tyrant to "La Tommasini" is a piece of admirable comedy and of truth to life, as well as of poetical justice, besides. The novel might, no doubt, have been shortened with advantage by the avoidance of repetition; but even by this means our acquaintance with a great variety of contrasted character is improved. The author, at starting, professes to have dispensed with novelty in his novel, but he has in reality given freshness to whatever old materials he has used to such an extent that his self-accusation is the last that would have occurred to his readers.

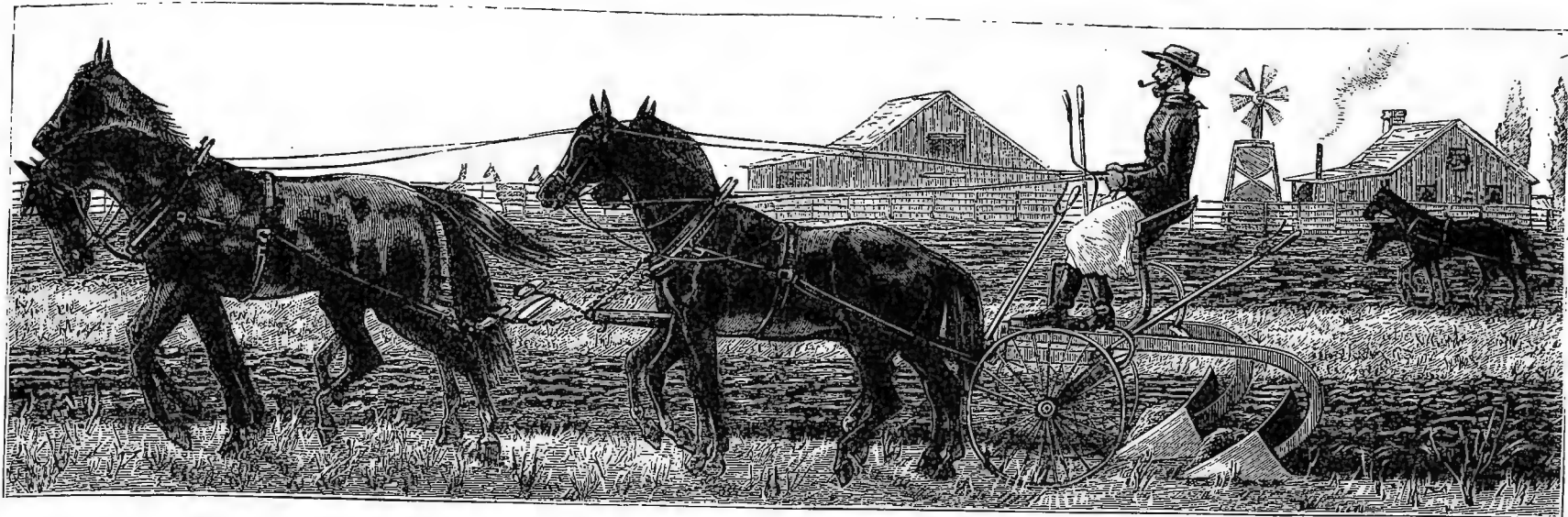
A novel with the singular title "Because of the Angels," by M. Hope (2 vols.: Longmans, Green, and Co.), tells in a picturesque manner, and under a thinly disguised name, the story of Edward Irving, and of the origin of the Church which still in popular language is identified with his name. Its interest is therefore of a special kind, and is scarcely fictitious, although the usual elements of fiction are not wanting. The heroine, who has received the gift of tongues and of prophecy, stakes her confidence in herself upon the prediction that the Reform Bill of 1832 would never be carried; and her peculiar combination of fanaticism with a half-conscious suspicion that she is deceiving herself is ably developed. Irving himself is, of course, the central figure, under the name of Leslie, and in his portrait M. Hope displays both insight and sympathy. She writes from without the pale, but succeeds in conveying to her readers the profound interest in her subject which she evidently feels. If we are wrong in speaking of the author as "she," we must be pardoned by reason of the necessity of using some personal pronoun, and for having decided, upon internal evidence, upon the feminine form. The tone of the novel altogether shows a greater capacity for comprehending and analysing vague emotions than for the more critical method which might easily have been employed; and on the whole we prefer the work as it stands. It is scarcely doubtful that M. Hope must have obtained much of her material from those who took part in the remarkable movement which she has called into life again, and she may therefore be congratulated on having made a valuable contribution to the history of the last generation. In any case she has produced a work of exceptional interest to a somewhat different public than that which consists of novel readers alone.

That veteran writer of popular romance, Mr. James Grant, shows no falling-off in the matter of spirit and liveliness in "Miss Cheyne of Essilmont" (3 vols.: Hurst and Blackett). His plot is full of interest, not by any means of a high order, but quite sufficient to satisfy the healthy-minded class of readers who desire nothing beyond an eventful story plainly told. Beyond this general praise, there is not much to be said in the way of criticism. The characters are of an elementary and conventional kind, painted in exceedingly decided colours of black and white, and play their parts with correspondingly single-minded decision. It is curious, however, that a writer of Mr. Grant's experience should permit an educated officer to seriously call a girls' school "a West End seminary for young ladies," should suppose that his readers are ignorant of the meaning of a "chasse" after coffee, and—considering his continual display of heraldic learning—should not understand the meaning of the phrase "of that ilk." Indeed, we had noted a rather long list of his inaccuracies; but it is scarcely worth while to mention them in detail, seeing that they have no real bearing upon the story. They give a slipshod effect to the whole, no doubt, but they are not in the least likely to trouble his readers.

The second part of Mr. Laurence Oliphant's "Altiara Peto" (Blackwood and Sons) sustains the promise of the first, and opens out a vista of elaborate complication. Some new characters are introduced, who are likely to play important parts in this brilliant social comedy, the history of the Lauriolas, husband and wife, forming, perhaps, the most telling feature in an otherwise brilliant number. We hope, however, that Mr. Oliphant does not intend to over-complicate his plot or over-crowd his stage.



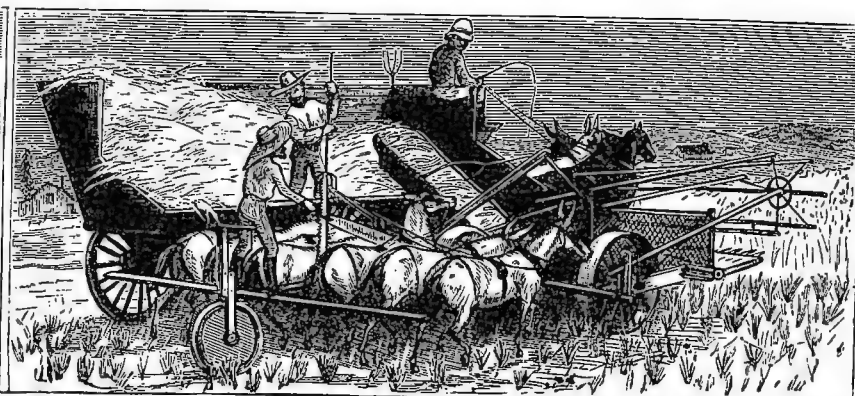
A HIGHLAND ATHLETIC MEETING



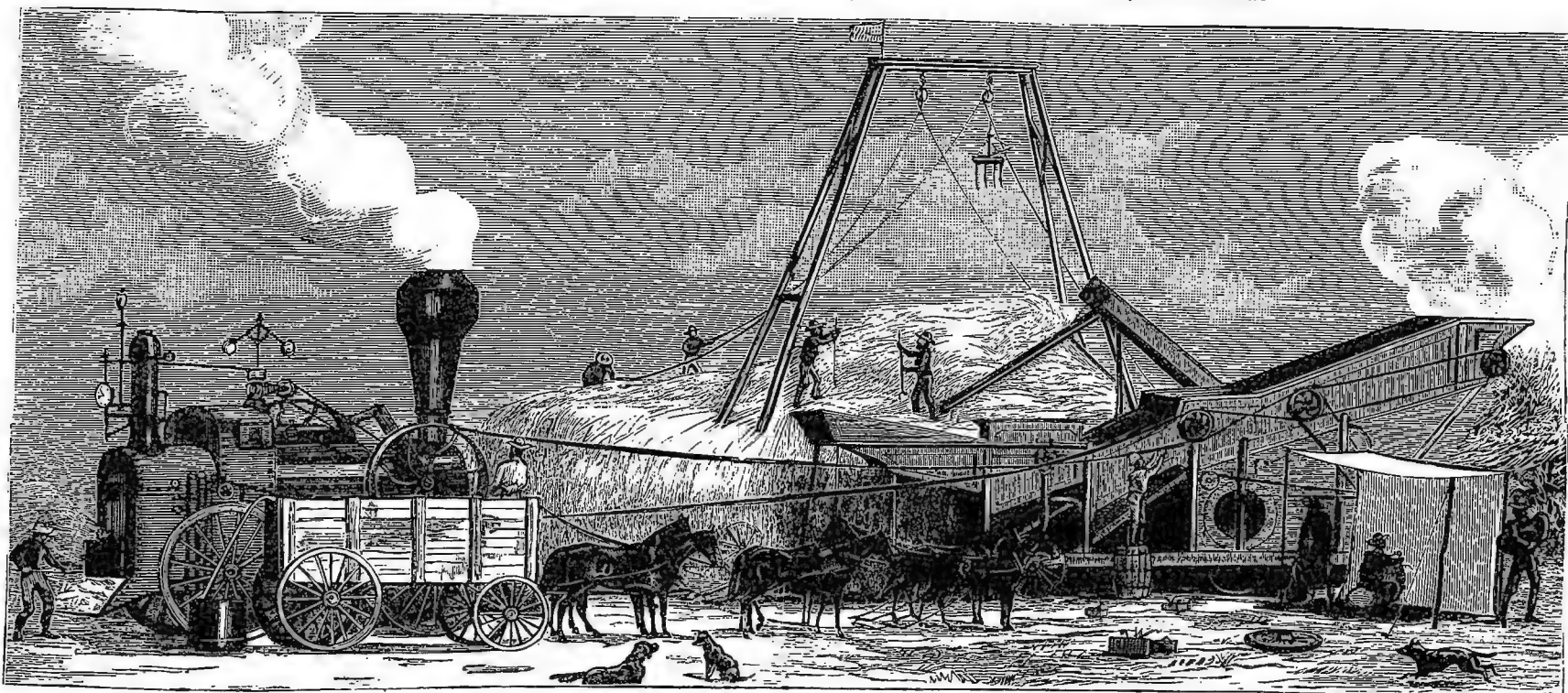
NOVEMBER: PLOUGHING



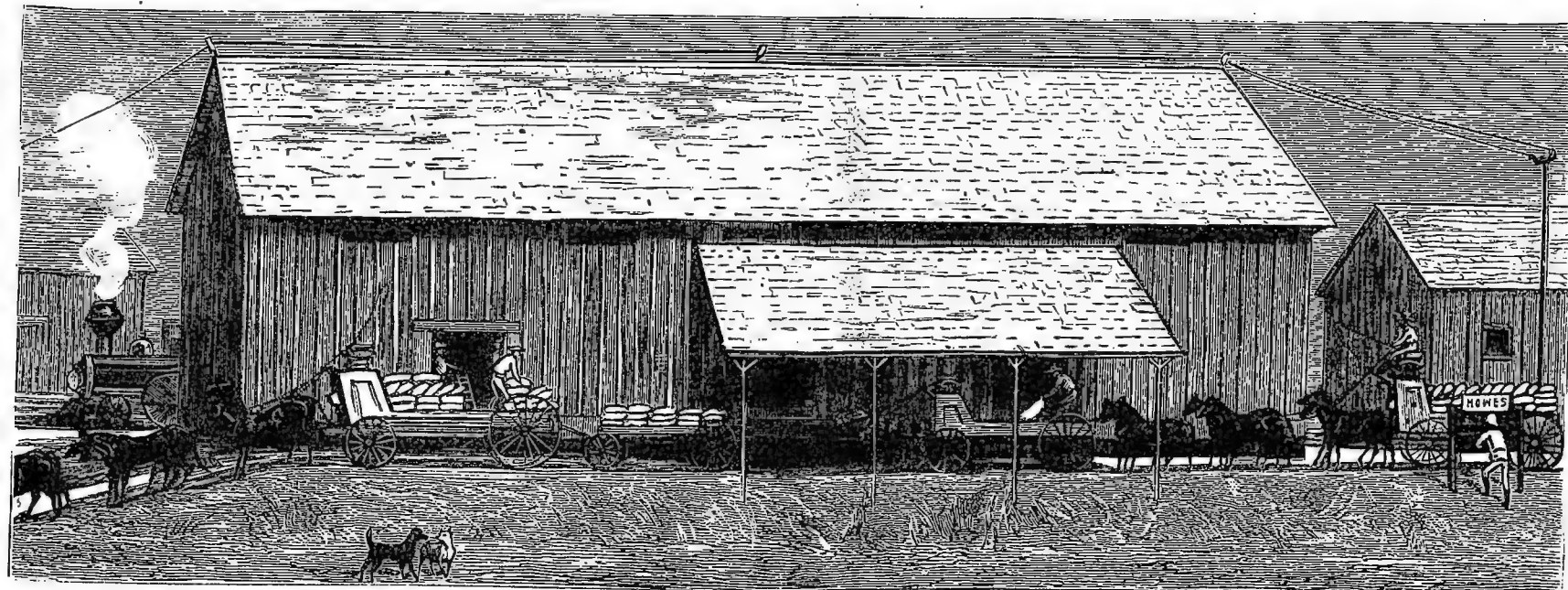
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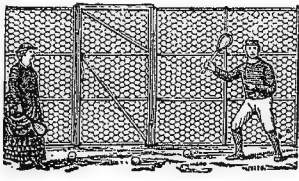
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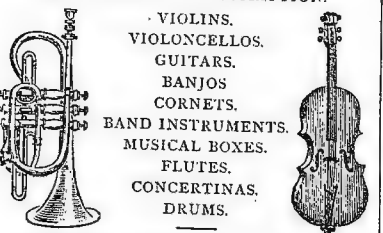
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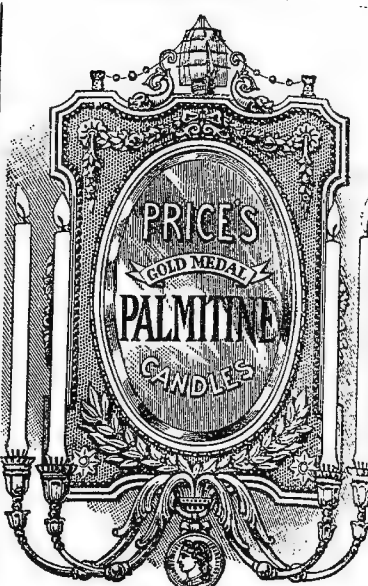
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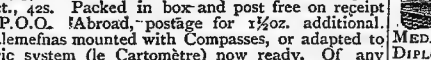
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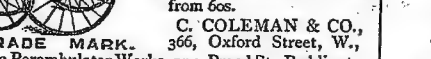


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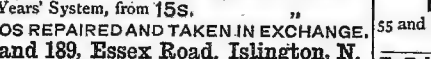


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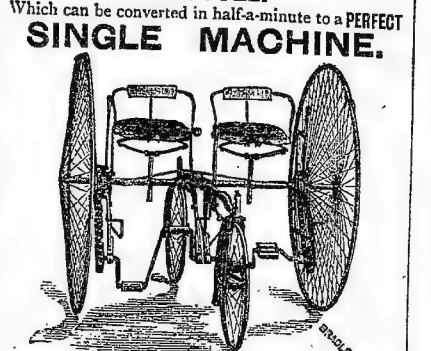


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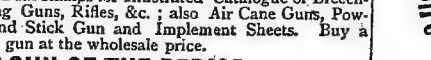


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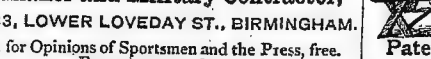
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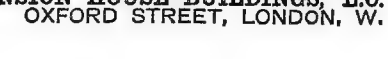
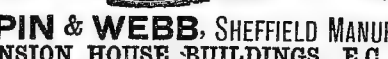
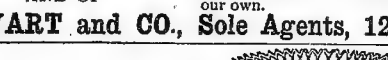
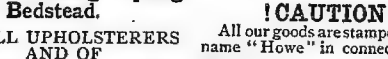
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"Bunce, Bunce, don't force me into telling you that you must go your own way," said my uncle. "We are too old friends to quarrel over a trifle."

"Tain't no trifle as should part me and you, Squire," returned Bunce. "If you'd ha' told me there was anythin' wrong in my book, it should ha' bin altered, even if I was out o' pocket by it, and I shouldn't ha' bore no malice; but, as the Scriptur' says, No man can serve two masters, much less a master and a mistress; and when a man o' my age finds his accounts overhauled by a stranger, and hears hisself called a cheat into the bargain—why, he naterally cuts up a bit rough. Beggin' your pardon, Squire, I think you'd ha' done the same in my place."

My uncle considered for a moment, and then answered, "I suppose I should."

I have never been able to determine satisfactorily to myself whether my uncle's keen sense of justice was or was not a quality to be envied. Its immediate and apparent results were certainly unfortunate for him, as a general thing. Assuredly Bunce did not mean to leave—would probably have apologised to Mrs. Farquhar sooner than leave, if the screw had been brought to bear upon him; and this my uncle knew perfectly well. But he would not take advantage of his power to turn the screw; and the consequence was that Bunce not only kept his place without apologising, but—as was quite natural—cherished a grudge against my uncle for a long time afterwards. "He hadn't no call to turn me out o' the room afore I'd had my say," the old fellow would repeat, with a growing sense of injury; and I am sorry to have to add that from that time forth the tyranny of Bunce increased fourfold.

The reader will, no doubt, conclude that my uncle was a weak man, who deserved to be bullied; and, indeed, this was very much the view taken of his character by those who knew and loved him best. For, although we hear a good deal about the courage of acknowledging oneself to be in the wrong, that particular form of intrepidity has, for obvious reasons, never yet commanded popular respect, and never will. My dear old uncle did not covet popularity. He cared only to obey his conscience—and a very troublesome sort of conscience it must have been to him at times, I am afraid.

Bunce having thus dictated terms of peace, it seemed only natural to expect that Mrs. Farquhar, as representing the defeated party, would feel and express some little anger; but that curiously equable old lady astonished me by doing nothing of the sort. She only smiled and shook her head, and as soon as she and I were alone, confided to me that poor Bernard was quite incapable of holding his own against any one who tried to get the better of him. My warm retort that Bunce was as honest as any of us only caused her to smile more than ever. "Oh, ay," she said; "very likely. I name no names." And, after that enigmatical utterance, she began to talk about something else.

Mrs. Farquhar was defeated, but she was very far indeed from being put to silence; and not a day passed without many and many an allusion of the above nature falling from her. She was always cheerful, always good-humoured, and never, apparently, conscious of giving annoyance; yet she exasperated us both to the very verge of madness. Most people, I suppose, have, at one time or another of their lives, had to do with a nagging woman, and know the feeling of angry despair which is apt to be aroused by rediscussion of threshed-out topics and reiteration of arguments which have been fifty times answered. Many excellent women do nag; and perhaps the more excellent they are the more intolerable is their system of nagging. My uncle bore it all with the patience of Job and the meekness of Moses; but he grew more and more silent, and the harassed expression which I had noticed upon his face in former years after one of his visits to Scotland, had become habitual. Even I, who had a naturally thicker skin than he, and who was, besides, exceptionally favoured by Mrs. Farquhar—even I fretted under this regimen of incessant pinpricks, until at last I could stand it no longer, and boldly attacked our venerable tormentor.

"Mrs. Farquhar," I said to her one day, "what is the use of your going on as you do about Bunce? He isn't going to be sent away, you know, and you only worry Uncle Bernard to death by persisting."

She looked a good deal surprised, and said she didn't know what I meant. She was not aware of having persisted in anything;—except indeed in her opinion (to which, surely, she was entitled) that accounts ought to be made intelligible. "No one," she added, "can

CHAPTER VII.

THE RECTOR HAS FRIENDS TO DINNER

THERE is a French *chanson*, *Comme à Vingt Ans*, which everybody knows:—*Comme on aime à vingt ans!—Comme on vit!—Comme on pleure!*—and all the rest. I heard it sung for the first time when I was but a little more than twenty myself; I heard it sung for about the hundred and fiftieth time at a concert only the other day, by a fat old Frenchman, who waxed so pathetic over it that he made himself cry, and very nearly made me cry into the bargain. Doubtless he was thinking of those days long, long ago, when he was slim and handsome and twenty: I wonder whether he noticed another fat old man in the audience, who was listening to him with a lackadaisical air, and whose eyes expressed the profoundest sympathy. Ah me! I too have been in Arcadia; I too have memories of the Golden Age. It is ridiculous; it is not without an effort that I myself can realise the fact that I was once young; nevertheless, a fact it is.

I don't know that the generality of us grow much better or wiser with the progress of time. Experience, of course, we gain—a dreary acquisition, after all. It is impossible for a man to grow old and not learn a great many things which it was equally impossible for him to know when he was young; but, unfortunately, when the ignorance goes the bliss is very apt to go too. We are behind the scenes now; we know all about it; we plod slowly forwards on the journey of life, surveying the landscape through our spectacles with dispassionate eyes; the colour on the distant mountains no longer deceives us; "beyond their utmost purple rim" lies no paradise, as we are very well aware; if rocks or thorny hedges bar our path we don't make a prodigious outcry, having crossed many such places already, and having learnt that the bruises and wounds inflicted by them are soon healed and forgotten. *Tout passe, tout lasse*: one jogs on more easily than of yore, but certainly less enjoyably. I don't say that I wish to begin my life over again—very few people, I should imagine, would wish for that; but I do wish that the happiest days of it should not be utterly lost and abolished for ever. Indeed, I can't believe that they are really dead and gone—those good days. All my life long I have had a conviction that they were only laid aside until the hurry and labour of this short existence should be at an end, and that I should go back to them, or that they would come back to me, at last in a world where pain and sin shall be done away with. I don't in the least see how such a thing is to be contrived; but that has never yet been held to be an argument against any creed; and in an age when every one is permitted to form bold speculations as to the meaning and end of existence, nobody, surely, will quarrel with me tacking my humble little surmise on to the skirts of an orthodox faith in immortality.

I have been trying, since my return to England, after an absence of many years, to understand the theories of the various philosophers—Positivist, Materialist, Agnostic, and other—who have sprung into notice during my exile, and whose gospels, I am assured, are slowly but steadily undermining that which was taught us by our predecessors. So far, I cannot say that I have gained much light from these new guides; although I have been favoured with the help of an intellectual friend whom I sometimes meet at the Club, who explains the hard passages for me, and who is very anxious that I should adore his own particular fetish, which I understand to be Humanity with a big H. I have not found myself able to embrace this funny faith; I don't see my way to the deification of man.

all this happened five or six years later, I should probably have asked myself what was the meaning of that look of Maud's, and whether in truth it signified, as it seemed to do, that my dearest hopes were to be realised; but, as it was, I put no such direct inquiries to my soul. I walked along beside her in silence, a little bit dazed and supremely happy, without quite knowing why.

There was a labourer's cottage some three hundred yards away from the mere. Thither we betook ourselves, and, having been restored with hot drinks and furnished with such garments as the good woman of the house could provide us with in exchange for our dripping ones, we set off to trudge homewards in the guise of a pair of East-Anglian peasants. By this time Maud had recovered the full use of her tongue, and she now thanked me more warmly and at greater length for having preserved her from a watery grave, saying a great many kind and flattering things, which it would have been delightful to listen to, had I not been troubled by a most unfortunate recollection which had occurred to me while waiting in the cottage, and which sadly dimmed the glory of my heroism.

"Maud," I said at last, speaking in a doleful voice, and feeling as if all my bright visions were about to vanish, like Cinderella's coach and horses, "I must tell you something. I didn't really save your life at all."

"My dear Charley," she answered, "if there is anything certain in this world, it is certain that I should be lying dead at the bottom of Horsey Mere at this moment but for you."

"I give you my word," I exclaimed eagerly, "that I firmly believed so until a few minutes ago; but then I remembered what I should have thought of before, if I had had my wits about me. Do you know that we were struggling for our lives in—in—*four feet of water!*"

Well, she declared that that made no difference at all; that she was just as much indebted to me as if the peril had been a real instead of an imaginary one, and so forth; but naturally she could not help laughing a little; and I had to laugh too, though it went rather against the grain. It was a cruel practical joke for Fortune to play upon a poor hero.

be more anxious to spare your dear uncle worry than I am; but when I think a thing wrong, I must say so."

"Yes; but might not once be enough?" I ventured to suggest.

She stared, and then laughed, saying that I was a very impertinent young gentleman. I was certainly a very foolish one to suppose that nature and the habits of threescore years and ten could be changed by anything that I could say. Mrs. Farquhar went on as usual, and I cannot flatter myself that my remonstrance produced so much as a transient effect upon her.

But, with a hard frost which had held for ten days and showed no signs of yielding, and with the broads and dykes frozen the whole way from Thirby to Yarmouth, I had not much leisure for brooding over domestic troubles. By great good luck, the cold had come upon us without either wind or snow; so that the hundreds who honoured Thirby Broad with their company daily during the continuance of this splendid skating weather had a surface like that of a vast mirror upon which to perform their evolutions. Good skaters were not quite so common in those days as they are now, while ladies who could be induced to put on skates at all were few and far between. Skating ladies, like hunting ladies, were, at that particular period of history, apt to be looked upon a trifle askance, and their tastes to be qualified as "masculine" (a term of reproach). Other times other manners; the timid young creature who wore ringlets, who could not make out the meaning of the funny slang words which her brothers used, and who would scream and put her fingers in her ears if a gun were fired off in her presence, is as extinct as that predecessor of hers whose habit it was to faint dead away at least once in every twenty-four hours; and in the place of these we have got what we have got. I am an old fogey and a *laudator temporis acti*; but let me hasten to add that, upon the whole, I prefer the modern forms of affectation to the bygone ones. Maud Dennison, who never dreamt of taking the trouble to be affected at all, revealed herself that winter as a skater whose the whole county beheld with admiration. She did not do much in the way of figures; but she had thoroughly overcome the difficulties of the outside edge, and to see her skimming across the broads, lessening and lessening into the grey distance like a bird, was enough—as old Sir Digby Welby declared, in an unwonted access of enthusiasm—"to make a gouty man sit down and cry with vexation."

My own education in figure-skating had not carried me beyond the power to accomplish large wavering eights and to execute an occasional hasty three, and sit down heavily at the end of it; but for speed and long distances I was as good as anybody. Nothing, therefore, could have been more natural than that my manly form should have been constantly seen hovering in close proximity to that graceful one which had so provoked Sir Digby's envy; and I dare say that when the old gentleman beheld the two of us together, he became less resigned to the drawbacks of age than ever.

Maud and I traversed miles of ice without interruption or hindrance: it was a glorious time. Before us, as we swept southwards and westwards with long, even strokes, hung the red sun, like a huge lamp behind the mists; every now and again a lonely skater would loom up ahead, come tearing past us, and be gone before I had time to do more than call out, "Hullo, George! is that you?" From afar, the voices and laughter of our more gregarious neighbours came to us in a confused murmur, and sometimes there would be the chink, chink of a stone skimming across the ice, which, like the tinkling of the mover's scythe upon the whetstone, is one of the most delightful sounds that can strike the ear; though I am not enough of a theoretical musician to say why. The swift motion, the exhilarating freshness of the keen air, the sense of liberty combined to excite my youthful brain and to stir up in it bold imaginings and hopes, some of which occasionally struggled lamely into speech, leaving me much confused and my companion supremely unconscious. Under such circumstances as these, it was not likely that I should bother my head much about Mrs. Farquhar.

And yet Mrs. Farquhar's name was frequently upon our lips during those short—too short—winter afternoons. I was too timid, too inexperienced, perhaps almost too much in earnest, to lead the conversation often into that tender channel towards which my heart inclined me; I was not profoundly interested in the Rector's rheumatism, nor did Maud care to be told more than three or four times of the relaxations of undergraduate existence.

This left us with a limited range of subjects; and so Mrs. Farquhar came in for a somewhat unduly large share of our attention. It was thus that I learnt, by degrees, the history of those unhappy parochial dissensions narrated at the beginning of the present chapter. It was only by degrees that I reached the facts, for Maud was proud, and did not like either to confess or complain of her discomfiture; but little by little the whole story came out, and I was magnanimous enough to refrain from saying "I told you so!" It is, of course, quite obvious to me now that Miss Dennison was a well-intentioned, but headstrong young lady, whom a snub in time was likely to save from nine future ones, and who was, therefore, rather to be congratulated than commiserated on having fallen in with an equally headstrong opponent; but I did not see the matter at all in that light at the time. On the contrary, Maud appeared to me to be the good angel and Mrs. Farquhar the evil genius of the neighbourhood, and I am afraid I was much more angry with the latter for having enticed away the old women from church than for tormenting my uncle from morning to night.

Maud herself was evidently much mortified—less by Mrs. Farquhar's hostility than by the terrible depravity of human nature as illustrated in the conduct of those subsidised paupers. "I shall never be able to feel any interest in them again," she said. "I keep on telling myself that they are no worse than I am, and that, if I were poor and hungry, I should very likely sell my birthright for a mess of pottage; but it won't do. I know quite well that there are depths of meanness to which I could never descend. I might buy the pottage, and eat it; but I should not pretend that I was swallowing it down to satisfy a spiritual craving. Sometimes I feel as if I almost hated the poor! Those old women make believe to be as fond of me as ever, and declare that they would never have left the church if that greasy Ebenezer man hadn't convinced them that there could be no earnest religion in an established form of liturgy; and I can't stoop to tell them that I know all about it, and that they have simply sold themselves to Mrs. Farquhar, who has bought them, not because she cares a straw whether they go to church or chapel, but because, for some reason or other, she wants to spite me. My father understands them better than I do, and they like him a great deal better than they do me. He goes on visiting them just as if nothing had happened, and thinks it very natural that they should take a tempting bribe, and then tell lies about it. I don't think it natural at all. I can't help despising them, and they see that I despise them, and so all my influence is slipping away. If it were a mere question of fighting Mrs. Farquhar, I might set to work, and at the end of a twelvemonth I dare say I should have a very good chance of beating her—that is, unless she is very rich. But I don't choose to fight Mrs. Farquhar."

It was not all at once that Maud spoke to me with this openness. At first she was reticent, and only hinted at disappointments and annoyances, without entering into particulars as to their nature; but when she found how deep and unquestioning was my sympathy (for in truth I should have sympathised with her just as much if she and her adversary had changed places), her reserve broke down, and she not only confided to me all that has been related here, but told me of various other trivial slights which Mrs. Farquhar had taken pains to inflict upon her, and which were all the more galling by reason of their triviality. She laughed when I expressed a desire to throttle that mischief-making old woman with my own hands, and said I was talking nonsense; still, doubtless, it was a relief to her to find some one who was ready to adopt her own views in a spirit of blind faith, and who did not hesitate to emphasise them in language more forcible than she could permit herself to make use of.

The happy result of it all was that her demeanour towards me underwent a marked change. She ceased to patronise me; she ceased to remind me that I was still an infant in the eyes of the law; she acknowledged that to me, as well as to herself, Mrs. Farquhar was an affliction; and so a common trouble riveted the bond of union between us. But, after all, we were both young, and trouble sat lightly upon us. It was impossible to be in low spirits while flying across those long reaches of smooth ice upon the wings of the wind; and, indeed, I am half inclined to doubt whether it is possible for young and healthy people to be really in low spirits at all. Be that as it may, Maud and I thoroughly enjoyed ourselves, in spite of Mrs. Farquhar, whom we sometimes saw

far away, wrapped up in furs and conversing in a lively manner with the other dowagers, and who took no notice of us or our proceedings. And then, just before the final thaw came, we had a little adventure.

For two days there had been unmistakable signs of an approaching change. On each afternoon the thermometer had risen a little above freezing point to fall below it again after sunset; now the ice had become soft and slushy; the wind, after shifting about to all points of the compass, had begun to blow gently but steadily from the south-west, and even the most obstinate optimists had to admit that a genuine thaw had set in. Still, there was supposed to be a sufficient thickness of ice to render skating safe, if not precisely enjoyable.

"It will be our last day," sighed Maud, as she rose from the chair upon which she had been sitting while I adjusted her skates; and we determined to make the most of it.

Accordingly, we set off on a somewhat longer trip than usual, meaning to cross our own broad, push on by way of the dykes to Hicking Broad and Horsey Mere, and so return through another series of dykes. I, for my part, spent a very pleasant afternoon, in spite of the raw, damp air and of the ice—which last was in about as bad a condition as it well could have been. Uncomfortable as it was to skate through large puddles and over a soft surface more like snow than ice, it did not occur to me that there was anything dangerous in such a proceeding until we reached Horsey Mere, when that aspect of the case was brought under my notice in an abrupt and striking manner. All of a sudden, and without the smallest preliminary warning of any kind, there came a great crash, and I found myself plunged under water. My first impulse, after I rose gasping to the surface, and struck out instinctively, was to shout, "It's all right!" in order to reassure my companion, but what was my horror on discovering that she had disappeared! As may be imagined I was tolerably cold already, but I shall not easily forget the chill that went to my heart when I realised what had happened, nor how, in the mere instant that elapsed before I had got hold of her, I had time to picture to myself all the consequences, immediate and remote, of Maud's death and the terrible future that awaited me should I survive her. It was only an instant. As soon as I had got her to place her hands on my shoulders, so as to leave my arms free, I knew I should save her, though, truth to tell, the task did not seem a very easy one. Swimming in my clothes was a thing I was well accustomed to, having been swamped many a time at Eton; but I had never before been called upon to swim in a heavy great-coat, with skates upon my feet, and with a fellow-creature weighing me down; nor did I exactly see how we were to reach the shore, which was only a few yards distant. To scramble up on the ice again was, as I knew, an impossibility, and I was not a little afraid of being sucked under. However, there was nothing for it but to make for the edge of the pool in which we were immersed, and this I did, throwing my whole weight upon the surface. It yielded, as I had expected; we both went down, and rose again with some loss of breath, and, after repeating this manoeuvre two or three times, I had the satisfaction of grasping dry land. We scrambled on shore somehow or other, and sat looking at one another, thoroughly exhausted and half dead with cold.

I dare say we presented a sufficiently ridiculous appearance in our forlorn and dragged state, and I know that we both laughed a little between our chattering teeth. Maud had behaved splendidly throughout. She had never lost her presence of mind for a moment—she had done exactly as she was told, and she had not uttered a word or a cry. She did not say much even now. Only, after I had risen to my feet and had assisted her to do the same, she touched me gently on the arm to make me look at her, and said, "Thank you, Charley."

It does not sound a superlatively grateful speech to make to a man who has just saved you from drowning; but it more than satisfied me. For while Maud was uttering these three short words, my eyes met hers, and I saw there—how shall I express it?—I saw something which could not be translated into words—which could not even, at the moment, be expressed in thought; but which sent a thrill of exultation through the whole of my shivering person. Such flashes of happiness come, every now and again, into a man's life; though never, I think, after a certain age. As we grow older we become less impressionable, more analytical, less open to vague suggestions of bliss. Had



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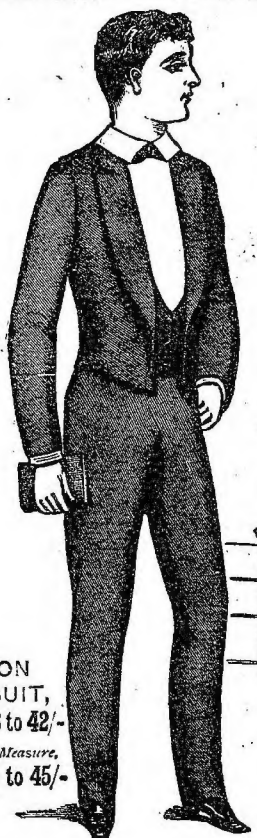
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What the Ladies
say.

MISS HOGG, 30, St.
George's Road,
S. H. H. H. H.
November 5th, 1882.
Having worn your
Belt appliances about
two months, for bad
circulation, I have
pleasure in informing
you that I am much
better, my health
being improved in
every way. I shall
certainly recommend
your appliances to my
friends.

MRS. SHAW, 1, Oxford
St., Hammersmith,
Nov. 7th, 1882.
Please send me
another pair of your
Electrostatic Socks,
for which I enclose
12s. 6d. I am glad to
say I am deriving
benefit from wearing
your Electrostatic
Belt.

MISS H. READ,
Faulston, Broom-
field, near Salis-
bury, Nov. 15th,
1882.

I am most thankful
to say that the Elec-
trostatic Belt I pro-
cured of you in October is
doing me a great deal
of good. I had been
in a bad state of health
for a long time, suffer-
ing from extreme
weakness and gen-
eral debility, besides
some internal disorder,
but since wearing the
Belt I am very much
better.



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READ
What the Gen-
tlemen say.

A. DRESSER, Esq.,
Oak Villa, Beaufort
Rd., Upper Norwood,
S.E., Dec. 20th, 1882.
Will you please send
me a price list of your
Belt, as he is very ill with
Rheumatism, and I
want him to try one as
I know they are good
for that complaint. I
have worn a belt for
years, but have had
none as good as yours,
although I have tried
all the makers. Yours
is by far the BEST in
every way and I have
had none of those
bad pains in my back
since using it.

W. W. EUGESS,
Esq., 1, Lower
Essex, Essex, Dec. 6th,
1882.
I beg to inform you
that my wife, who has
been troubled for
many years with Rheu-
matism in her head
and shoulders, has
found great relief
from your most val-
uable Belt and
Electric Hair Brush.
You can publish this
if you think well.

MR. S. THOMPSON,
West Thurrock,
Essex, Dec. 6th, 1882.
I beg to inform you
that my wife, who has
been troubled for
many years with Rheu-
matism in her head
and shoulders, has
found great relief
from your most val-
uable Belt and
Electric Hair Brush.
You can publish this
if you think well.

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I beg to testify that the ELECTROPATHIC Belt you sent
to my order, has completely answered not only as the best
of all, but I dare to think, PAIN-KILLER. I contracted
some years ago, in Syria, PLEURISY, RHEUMATISM,
which renders me peculiarly sensitive of atmospheric
change; I can therefore speak positively on the advantages
the Belt affords; nor is my experience singular, as I con-
stantly receive testimony from others similarly affected.

Yours faithfully,
CHAS LEMPRIERE, D.C.L.

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If you are suffering from any slight derangement, with the cause of which you are acquainted, send at once for an ELECTROPATHIC BELT, and obtain relief; but if you
have any reason to fear that your case is serious or complicated, you are recommended to write for a private "Advice Form" and a copy of Testimonials, which will be forwarded,
post free, on application to THE PALL MALL ELECTRIC ASSOCIATION, LTD., 21, HOLBORN VIADUCT, LONDON, E.C.; the Consulting Medical Electrician will then personally
advise you, free of charge, as to what treatment will be most suitable to your case, and you will thus avoid the risk of disappointment which the indiscriminate self selection of
appliances often entails on those who are unacquainted, alike with the cause of their sufferings and the nature of the remedy they desire to apply.
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